

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
 "FATSHAN," 2,260 " " " " R. D. Thomas.
 "KINSHAN," 1,995 " " " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamilton.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO. LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " " " C. Bulchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO. LTD.

Hongkong, 5th November, 1906.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA CHINA JAPAN LUN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 4 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,
 WEST RIVER BRITISH S.S. CO.

HONGKONG.

Hongkong, 6th October, 1906

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 55, Bentinck Street. 556, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. ORAUN,

THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 2nd July, 1906.

TSIN TING.

LATEST METHOD OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.
 Hongkong, 20th July, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port for above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 19th November, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 20th November.

Quotations of Packages are required. No Parcel Receipts will be signed for less than 2 1/2 cwt. Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class.	2nd Class.	3rd Class.
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	48. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA. Instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Hong Kong.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKA	1,793	TUESDAY, 6th January.
MANILA	1,790	TUESDAY, 5th February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA	£28.00	£11.00	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.00	£12.00	£14.00	Return	£51.00	£36.00
TO SYDNEY	£33.00	£13.00	£15.00	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£14.00	£16.00	Return	£62.50	£44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
from Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 21st Nov.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, PRINZ FRIEDRICH, WEDNESDAY, 5th Dec.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE, SANDAKA, WEDNESDAY, 19th Dec.
 * Reaching Yokohama is less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & S. S. Co., T. H. & from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	60. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 14th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT

OF

HENNESSY'S

BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road,

Hongkong, 7th November, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 10.30 a.m. Every 30 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
 SATURDAY.
 Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.

Hongkong, 27th August, 1906.

F. BLACKHEAD & CO.,
 111, CHARLES STREET, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURER.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES.

At
 No. 45

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 F. & O. SPECIAL SCOTCH WHISKY, &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES.

Hongkong, 7th March, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
 Hongkong, 16th September, 1906.

105

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length.....80' 0"
 Breadth.....24' 0"
 Depth.....9' 6"
 Capacity.....320 tons.
 Complete for delivery within 3 weeks from this date.

Plan, Specification and Particulars from
 C. E. WARREN & Co.,
 34, Des Vaux Road, Central,
 and
 HOO CHEONG WO & Co.,
 51 and 52, Connaught Road, Central,
 Hongkong, 5th November, 1906.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$4.50 per Cask ex Factory.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.NOW
SHOWING

FUR COATS.

FUR NECKLETS.

FUR TIES.

FUR STOLE.

TWEED
COATS.TWEED
COSTUMES.GOLF
CAPES.GOLF
JERSEYS.VIYELLA
SHIRTS.DELAINE
BLOUSES.

MODERATE PRICES.

Powell's

Ladies' Outfitters,

HONGKONG.

Hongkong, 15th November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for

SHOP AND DWELLING

HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL & CO.,

MALL & CO.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906.

TO LET.

No. 2, "HILLSIDE" THE PEAK.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYLEST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 16th November, 1906.

TO LET.

A HOUSE in KNUSTFORD TERRACE.

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

TO LET.

No. 10, SEYMOUR TERRACE, corner

house. Fine view of the harbour.

Possession from the 1st December.

Apply to—

P. M. N. DA SILVA,

C/o Messrs. Guedes & Co.

Hongkong, 12th November, 1906.

TO LET.

NOS. 8 and 16, LIGHTON HILL ROAD.

No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906.

TO LET.

A FLAT and THREE ROOMS, near the

Hongkong Bank, suitable for Offices.

Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906.

TO LET.

ONE GODOWN, at EAST POINT, close to

the Water, suitable for the storage of any

Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906.

TO LET.

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Vaux Road Central,

(formerly occupied by Messrs. Shewan, Tomes

& Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 20th November, 1906, at 2.30 P.M., at

their Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street.

A QUANTITY OF

MISCELLANEOUS ARTICLES,

Comprising—

Lady's and Gent's GOLD and SILVER

WATCHES, KNIVES, FORKS, CLOCKS,

FOUNTAIN PENS, BILLIARD BALLS,

ROOTS, VASES, BRIAR PIPES, SILK

UMBRELLAS, TELESCOPES, OPERA

GLASSES, CAPS, PHOTO FRAMES,

FELT HATS, POCKET KNIVES, FIELD

GLASSES, OIL PAINTINGS, &c. &c. &c.

AND

One REFLECTING GALVANOMETER

with SCALE, LAMP, &c., complete by Clark

Muirhead & Co., One WHEATSTONE

BRIDGE and ASTATIC GALVANOMETER

by Siemens Bros., One Pair STANDARD

RESISTANCES by Elliot Bros.

AND

One REMINGTON STANDARD TYPE-

WRITER.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th November, 1906.

Intimations.

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the

Public generally that LARGE RE-

DUCTIONS have been made in our PRICES

to adjust them to the rate of exchange now

ruling. These reductions will come into force

on the 15th November, 1906, and the Discount

of 5% hitherto allowed will cease as from that

date.

A. S. WATSON & CO., LTD.

Hongkong, 16th November, 1906.

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from

the Military Authorities that GUN PRAC-

TICE will be carried out as under:—

On SATURDAY, the 18th November:—

From Saiwan, in an Easterly direction, at

ranges up to 10,000 yards, commencing

at 10 P.M., and finishing at 12 Noon.

On TUESDAY, the 20th November:—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 7 P.M., and finishing at

9.30 P.M.

On THURSDAY, the 22nd November:—

From Devil's Peak, towards Waglan, at

ranges up to 14,000 yards, commencing

at 10 A.M., and finishing at 2 P.M.

On FRIDAY, the 23rd November:—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 3 P.M., and finishing at

5 P.M.

On MONDAY, the 26th November:—

From Devil's Peak, towards Waglan, at

ranges up to 10,000 yards, commencing

at 10 A.M., and finishing at 1 P.M.

On TUESDAY, the 27th November:—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 3 P.M., and finishing at 5 P.M.

On WEDNESDAY, the 28th November:—

From Devil's Peak and Lyemun S. Di,

towards Waglan and Entrance to Junk

Bay, at ranges up to 10,000 yards, com-

mencing at 10 A.M., and finishing at 1

P.M.

On FRIDAY, the 30th November:—

From Stonecutters, in a Westerly direction,

at ranges up to 10,000 yards, commencing

at 9.30 A.M., and finishing at 1 P.M.

On the 1st and 4th December:—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9 A.M., and finishing at

12 noon.

On TUESDAY, the 4th December:—

From Stonecutters, in a Westerly direc-

tion, at ranges up to 6,000 yards, com-

mencing at 6.30 P.M., and finishing at 9

P.M.

On WEDNESDAY, the 5th December:—

From Lyemun S. Di, towards Entrance to

Junk Bay, at ranges up to 6,000 yards,

commencing at 6.30 P.M., and finishing

at 9 P.M.

On THURSDAY, the 6th December:—

From Lyemun S. Di, and Devil's Peak,

towards Entrance to Junk Bay and Wag-

lan, at ranges up to 6,000 yards, com-

mencing at 10 A.M., and finishing at 1

P.M.

On FRIDAY, the 7th December:—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9.30 A.M., and finishing

at 12 noon.

On TUESDAY, the 11th December:—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9.30 A.M., and finishing

at 12 noon.

On WEDNESDAY, the 12th December:—

From Stonecutters, in a Westerly direc-

tion, at ranges up to 10,000 yards, com-

mencing at 9.30 A.M., and finishing at 12

noon.

On THURSDAY, the 13th December:—

From Stonecutters, in a Westerly direc-

tion, at ranges up to 10,000 yards, com-

mencing at 2.30 P.M., and finishing at 5

P.M.

On FRIDAY, the 14th December:—

From Belcher F. C., in a North-Westerly

direction, at ranges up to 10,000 yards,

commencing at 9.30 A.M., and finishing

at 12 noon.

If the weather is unfavourable on any of the

above dates, Practice will take place on the

following day.

All ships, junks and other vessels are to

keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &c.

Hongkong, 15th November, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Moldavia.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.L.S.N. and B. &

P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 22nd instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me if

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees

and the Company's representative at an

appointed hour.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 16th November, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWAR,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 19th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees

and the Company's representative at an

appointed hour.

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses, including:—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNED ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

**A. S. WATSON & CO.,
LIMITED.**

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

(An extra charge is made for postage.)

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

THE CHINESE ENGINEERING AND MINING COMPANY.

We have received a copy of the Chinese Engineering and Mining Company's report, which, as usual, shows a very satisfactory position of affairs with regard to a company whose history and future prospects elevate it to the rank of one of the most important undertakings, where British interests are involved, in the Farther East. It is unnecessary to recapitulate its history since its foundation as a Chinese concern pure and simple—that is now a matter of the past. But the reconstructed undertaking which is now known as the Chinese Engineering and Mining Company is of special interest to British investors both at home and in the Eastern colonies and settlements. With regard to the statement of accounts for the past year, the net profits amount to over £134,447, from which the substantial sum of £39,000 has been transferred to the reserve for depreciation account, leaving a divisible net profit of £104,447 odd. The usual dividend of 10 per cent, free of income tax, is maintained and a surplus is carried over to the next working account. In continuation of the report the secretary states that the demand for the company's coal has been fully maintained, but owing to a diminution in the output, the sales during the past year show a decrease as compared with the preceding year. This falling off was, however, of a temporary character, the returns of output, sales and gross proceeds for the current year, since 28th February last, showing a substantial increase. Provision is made for the facilitation of the working of the mines and "to

provide for a large increase in the output," the Board having "decided in the autumn of last year upon the erection of powerful electrical pumping and lighting plants at the Tongshan and Linsai mines. Contracts were entered into in November and January last for the supply of the requisite plant, which is now in course of erection, and the extensive buildings for the power stations are nearing completion. The contracts provide that the installations shall be in operation by the end of the present year." The port of Chingwantao, as everybody knows, arose from a mere village when the company was in Chinese hands to what it is to-day, bidding fair to become the rival of Tientsin in importance as a port and a trade centre. The company is vigorously proceeding with the development of Chingwantao. The report informs us that the lengthening of the breakwater at Chingwantao has proceeded satisfactorily, and advice has recently been received that the extension of 600 feet will be completed during the present month [October], making the whole length 2,300 feet. Latterly, the company has been showing commendable enterprise in extending the scope of the shipping department, and with respect to this section we find under the head "Steamers' account" in the balance sheet before us two items, namely, £38,851 to the credit of the account up to the end of February, 1905, and £35,968 being the balance of the cost of the steamship *Kaiping*, giving a total of £74,819, or an expenditure of, say, a million dollars in the shipping business of the company. The special excursion which was arranged a couple of months ago for the purpose of enabling the journalists of Shanghai to appreciate the vast possibilities of the company's property at Chingwantao, has been the means of affording the public, through the medium of the Shanghai Press, some idea of the extensive lands, buildings, property and mines owned by the company. The *Kaiping*, for some time past, has been a regular trader between Shanghai and the more northern port, and from the accounts which have appeared from time to time, in our contemporaries in the Northern Settlement, the steamship line operated by the Chinese Engineering and Mining Company appears to be well patronised and favourably received. With regard to the output of the company's mines, the figures which we have been able to "reproduce" from week to week of the three mines now working bear evidence to a steady increase in the quantities obtained. From 12,000 tons per week the output has advanced to 20,000 tons according to the most recent report. It is satisfactory to note that the demand is fully equal to the supply and the product finds a ready and profitable market. Tongshan, we may suggest without exaggeration, is destined to become the Newcastle of the East. Its prospects are decidedly encouraging to those investors who had the foresight to embark their capital in a concern which, under the successful management of Major Nathan, will have no equal in the field of mining undertakings in China.

A FORGOTTEN REGULATION.

When the electric tramway system was introduced into Hongkong, and the cars were seen scudding from end to end of Victoria, there was a general consensus of opinion that the day of the ricksha-puller had passed. Indeed the pullers themselves were thoroughly convinced that their services would no longer be required, and it was only the wholesome fear of the law that prevented them from making a determined assault on the new form of locomotion. In Singapore the ricksha coolies effectively killed the first tramway enterprise in that city, and when the electric system was installed several futile attempts were made to derail the cars and render the lives of the motormen a misery on earth. On many occasions they were successful, and even now there are occasional alarms, when bolts are found securely fixed between the rails. The Government of Hongkong appears to have been of the same opinion as the ricksha-pullers, for in 1899, when it was on the cards that electric tramways should be established in Hongkong, a regulation was passed under which it was decreed that "No licences shall be issued for more than 600 rickshas within the island of Hongkong." Considering the size of the population and the service which the electric cars would provide it was believed that 600 rickshas would be ample for the traffic on the side streets. But although the regulation was passed and the pullers quaked in their sandals, nobody seems to have given a second thought to its enforcement. The electric system became an accomplished fact, the cars were crowded, and still the rickshas flourished like the proverbial green bay tree. Morning, noon and night processions of rickshas rolled along Queen's Road to the accompaniment of Chinese epithets and Chinese rejoinders, and there seemed to be no diminution in the number of the rickshas plying for hire. The only difference was that the coolies changed their demeanour; their previous

independence vanished as competition increased, and they became as wildly importunate as they are to-day. As all residents know, the pedestrian who happens to leave a hotel and essays to walk in the middle of the street is pounced on by a gang of wolves armed with pronged forks in the shape of rickshas. At every turn he is assailed by these ruffians of ricksha-men who revile him as he passes and compel him by sheer force of numbers to select a vehicle for his conveyance through the city. All this time that regulation that there should be no more than 600 licensed rickshas stood in force. Yet the Government calmly ignored its own regulation. Twice 600 licences were issued annually, with the consequence that the streets were simply littered with vagabond machines which prowled through the streets like wandering apes. Even now they hang about doorways, crowd around the hotels and with their rickety, ramshackle frames make night hideous for those compelled to dwell in the centre of the city. It will not be surprising to hear that at present there are no less than 1,116 licensed rickshas in Hongkong—and that in despite of the regulation mentioned. Quite recently some inquiring official unearthed the forgotten Notification of 1899 and it was decided, not before time, that the anomalous regulation should be abrogated. It was a mere matter of form, and now there may be an unlimited number of rickshas "within the island of Hongkong." The dead-letter law has been repealed, but many will consider that it might have been better to enforce it. There seems to be far too many rickshas in Hongkong as it is. They are a perfect nuisance; they line the streets and block up the thoroughfares, while the coolies jeer at those who endeavour to find a passage across the treacherous arms of the vehicles. Not half of them are ever employed at the same time. As for their condition, that is past criticism. All the dilapidated, broken-backed, springless and antediluvian machines which were used, by Noah to drag his menagerie into the Ark have been dumped into Hongkong, and yet the licences are renewed every year as a matter of course. A splash of varnish and a patch on the rag of an apron suffices to satisfy the authorities. What is wanted is an Inspector of Hackney Carriages and jinrickshas invested with power to deal with all cases in which vehicles are concerned, to hear complaints, to cancel licences, to deal with recalcitrant coolies, and above all to see that the rickshas are kept in decent order. Hongkong might well take a leaf out of the book of Singapore in this respect. There they have rubber-tired rickshas, and the pullers are afraid to annoy their fares—and all because they stand in awe of the Inspector of Jinrickshas. The system works admirably, and it saves the Magistrates a world of worry and expenditure of time which might be more profitably employed. But the dead-letter regulation has been annulled, so that if there is an increase in the number of the pestilent rickshas in Hongkong—which heaven forbid—then none need be surprised.

POLICE GRIVANCES.

A curious trait which is found even in the most law-abiding people is the inclination to belittle the work of the police. When they grumble, because their salaries are dwindling through the vagaries of an irresponsible dollar, they are regarded as heathens in disguise. If they desert, their true character, it is said, has at last been disclosed; if they make errors, they are nothing more or less than vile parasites of society. Not that the policemen are immaculate, but they are always considered fair game by the man who has evaded, through no fault of his own, the myriads of the law. That is one of the consequences of being ever before the public eye. In Hongkong they have many grievances which they have to bottle up in their breasts, but the latest trick played on a long-suffering force is probably the most irritating of all. A person, we will say, calls at the Central Police Station and tells the inspector a cock and bull story about being robbed, half-killed and generally maltreated. Of course the money did not belong to him; some friend had commissioned him to purchase certain goods with it, but having been "held-up" he was unfortunately unable to perform his errand. Usually, the individual is more sorry for his friend's loss than for the treatment he has suffered. Then the police start to discover the ruffians who have despoiled the poor sufferer. Detectives are sent out and other matters concerning the police and the public have to be postponed while they are searching for the thugs. After scouring the city they make certain discoveries which convince them that they are on the wrong trail, and when the complainant is cross-questioned once more, he confesses that his whole story was told with intent to deceive. He has gambled and lost, pawned his friend's goods and lost the proceeds, and tearfully he begs to be forgiven. The friend is called, forgives and forgets, and there the matter ends. But what about the police who have been put to endless trouble through the rascal's? They are helpless, bound hand and foot,

and can only grin and bear it. Nothing can be done to the economist of the truth; he goes scot-free, while the police have to work overtime in order to overtake the duties on which they had been engaged and would already have completed had it not been for their wild-goose chase. At the very least, those who play fast and loose with the police should be made to pay the penalty, not necessarily in the shape of imprisonment but rather in the form of a monetary gratuity to wipe away injured feelings and compensate, in some degree, for their own intemperate folly. There is little to choose between the thief of time and the thief of property; the one steals what belongs to the community, the other steals, as a rule, an individual's goods, and both stand very much in the same category.

LOCAL AND GENERAL.

THE French mail of the 16th October was delivered in London on the 16th inst.

INSPECTOR H. J. W. Gidley has been dismissed from the Government service for leaving the Colony without the permission of the Government.

THE s.s. *Tak Hing*, another victim of Typhoon Day, has been found to be so badly damaged that the owners have decided not to attempt to save her, but to sell her either by auction or by private arrangement, as she lays.

THE docks are all pretty full just now, and the tugs *Robert Coote* and *Edith* are kept busy taking vessels over to the Bay to wait for berths. At 2 p.m. to-day, from opposite the new Harbour Office, the *Edith* towed the s.s. *Hongkong* to Hungsham and the *Arabis* was taken in tow by the *Robert Coote* to Aberdeen.

Two coolies, residing at No. 3, Wyndham Street, were arrested last evening by P.C. 616, in Queen's Road Central, in the act of posting a Belle View Hotel poster on the walls of the Naval Yard. The poster said Hongkongites had a chance of seeing the Empress Dowager. The coolies saw Mr. F. A. Hazeland instead, and were fined \$2 each.

A CORPULENT samsan woman, whose boat licence permitted her to carry twenty-four passengers, was found to be carrying thirty-five when Lance-sergeant Jackson, of the Water Police Station, boarded her boat yesterday. She told Mr. Hazeland, at the Police Court, this morning, that she did not know how many passengers she was allowed to carry. His Worship gave her to understand that under the new law she ought to know, and fined her \$7.

INSPECTOR Gidley, of No. 2 Police Station, arraigned Lam Kwai, a ricksha coolie before Mr. C. A. D. Melbourne, to-day, at the Police Court, on a charge of plying a ricksha at East Point yesterday minus a licence, and also with offering a bribe of twenty cents to a policeman while on his way to the Police Court this morning with a view to obtaining his release. The charge was proved. He was fined \$3 on the first count and \$10 on the second. The bribe money was ordered to be dropped in the poor box.

WILLIAM BENEVIC, a paid off seaman from the sailing ship *Arrow*, now an inmate of the Sailors' Home, was arraigned before Mr. F. A. Hazeland, this morning, at the Police Court, at the instance of Sergeant Kendall, charged with behaving in a noisy and disorderly manner in Queen's Road West last night. Benovic came ashore yesterday with a huge thirst and took the whole day trying to quench it. Whether he succeeded or not is another question, but when the sergeant passing along Queen's Road West on patrol he heard shouts closely resembling a war whoop and saw Benovic chasing pedestrians up and down the road and amusing himself at the top of his lungs. He admitted the charge this morning. "You had better keep away from drink or else you'll get into trouble," said his Worship. "You are fined \$3 this time, but don't come up here again."

AT about half-past eight o'clock yesterday morning a report was made to the police at the Central Station that Miss Hedwig Flügge, a governess, employed at No. 2, Victoria Lodge, had lost about \$50 worth of clothing, which had been removed from her room. Sergeant Earner, of the detective department, was put on the case and a few hours later he had Tsang Cheong, a marine hawker, of No. 17, Upper Lascar Row, in a cell on a charge of theft. As soon as the report was made the sergeant paid a visit to "Paddy's Market" as it is called, and found Miss Flügge wearing apparel exhibited for sale. When the marine hawker was arrested he said that he purchased the lot for forty cents. He, however, admitted stealing them later on. All but one piece of the clothing have been recovered. Taken before Mr. F. A. Hazeland, at the Police Court, to-day, the hawker was sentenced to six weeks' hard labour.

Two fishmongers from the Wanchai market met in a house at No. 15, Swatow Lane, East Point, last night. They were both courting the same lady and when both met in the house the younger man became jealous. "Don't you have anything to do with that man," said the young spark, "he is a dead carrier." The lady paid no attention, but the so-called "dead carrier," not wishing to have any trouble, left the house. Later in the night the two rivals met in the street. "What business have you to go to that house?" inquired the younger of the two. The dead carrier said he had no explanation to give, and that it was none of the younger man's business where he went. Without saying another word, the young man, who was carrying a long Chinese pipe, hid it on his rival's head, seriously injuring him. Needless to say he was arrested. He was placed before Mr. F. A. Hazeland, to-day, at the Police Court. His Worship fined him \$15, or in default one month's gaol. He was also bound over in the sum of \$100 to keep the peace for a year, and he was warned that if he showed his face again in Court he would go in the stocks.

VICEROY SHUM DEPARTS.

RECEPTION ON THE "DEVANHA."

ESCORTED TO HONGKONG BY A FLEET OF GUNBOATS.

This afternoon at half-past three His Excellency Shum, ex-Viceroy of the Kwangtung province, left his temporary residence on board the Chinese revenue cruiser *Sam Hang*, which steamed up under the quarter of the P. & O. steamer *Devanha*. His Excellency embarked on the Customs launch *Kowloon*, which landed the ex-Viceroy and his retinue on the Kowloon Pier whence he proceeded aboard the liner, which carries him to Shanghai. His Excellency was accompanied by his staff of forty-five persons, and no less than 472 packages of baggage, which had come down from Canton by junks.

The Viceroy, upon whom we understand the Governor's aide-de-camp had called earlier in the day, made his appearance aboard the *Devanha* dressed in a long robe of purple silk and seemed to be in perfect health and spirits.

He pledged the health of Captain Hide in the saloon of the liner, the Commissioner of Customs and the P. & O. officials also being present at the informal reception, but in response to a request through his French-speaking interpreter, he firmly but politely refused to be interviewed. Some Customs launches were anchored in the neighbourhood and fired off strings of crackers from temporary spars which were hung over their sterns. Otherwise there was no demonstration whatever and the passing of the Viceroy was unnoticed except by the few persons who happened to be upon the Kowloon Pier, and the passengers who were aboard the *Devanha* at the time. The *Devanha* left the pier at 4.30 p.m. sharp flying the Imperial dragon at the fore.

THE VICEROY RETICENT.

THE SCENE AT HIS DEPARTURE.

No doubt many in Hongkong were sceptical regarding the report which we were enabled exclusively to report yesterday that His Excellency Shum had arrived at Hongkong, but to-day the fact was proved beyond question. His Excellency arrived, as we stated, by the revenue cruiser *Sam Hang*, and in the early hours of this morning the Chinese gunboats *Chang Tung*, *Kwang Fook* and *Kwang Ching*, and a torpedo boat, all looking spic and span and as fresh as paint could make them, steamed into the harbour and anchored opposite the Harbour Office. They carried on board the ex-Viceroy's entourage.

The revenue cruiser *Sam Hang* was recognised at once and the five war-terriers closed up together in friendly embrace. There was none of that stand-offishness about the little squadron which is the distinguishing feature of foreign navies. The tiny craft simply clustered together like bees in a hive. By and by some junks lumbered into the harbour with the baggage, no mean item in the viceregal attendance.

The retiring Viceroy remained on board the cruiser for the greater part of the day and many curious eyes were directed towards his temporary quarters. But His Excellency is an adept in the art of secluded himself from the public gaze, and he managed to gain the *Devanha* in the course of the afternoon practically without recognition.

Had it not been for the crackers and squibs which were fired off from the Chinese vessels few would have dreamt that His Excellency was about to take his departure for the wintry north.

On board the *Devanha* His Excellency was received by Captain Hide with all ceremony and conducted to his quarters. The two saloons which had been specially reserved for the distinguished traveller were elaborately embellished, although it may be noted that there was little need to add to the already chaste and harmonious decorations of the P. & O. Coy.'s boat.

His Excellency expressed himself as being highly pleased with the preparations which had been made for his reception and cordially expressed his thanks for the welcome extended to him by the captain and officers of the *Devanha*. Thereupon an adjournment was made to the chief saloon where a select company had met to bid His Excellency bon voyage.

A representative of the *Hongkong Telegraph* was introduced to the Viceroy and a suggestion was made that His Excellency should give a final message to the people over whom he had ruled for some years. The pleasant-faced and intelligent secretary translated the remarks but His Excellency was obdurate. He smiled and laughed a refusal and the journalist concealed his chagrin as best he could.

Then raising his glass of wine His Excellency bowed, and a toast was pledged, although what it exactly signified few understood. But the Viceroy was on the beat of terms with himself and everybody else and the informal reception shortly afterwards ended.

There were more Chinese on the wharf watching the departure of the new Viceroy of Yunnan than has been seen for many a day. The *Devanha* promptly cast off her moorings and at five o'clock left Hongkong en route for Shanghai.

THE DEPARTURE FROM CANTON.

[From Our Own Correspondent.]

Canton, 16th November.
H. E. Viceroy Shum yesterday left here for Hongkong per the Chinese gunboat *Sam Hang*. The Magistrates of Namhoi and Punyi and several other officials accompanied H. E. as far as Whampoa and another officer accompanied him to Hongkong.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

YINKOW'S RENDITION.

CONFERENCE IN CONCLAVE.

[From Our Own Correspondent.]

Shanghai, 17th November, 2.50 p.m.

The conference appointed to discuss the question of the rendition of Yingkow opened yesterday.

JAPANESE DIET.

MEETS ON CHRISTMAS DAY.

[From Our Own Correspondent.]

Shanghai, 17th November, 2.50 p.m.

The Japanese Diet meets on Christmas Day.

THE FRISCO EARTHQUAKE.

ALLEGED MISAPPROPRIATION OF RELIEF FUNDS.

[From Our Own Correspondent.]

Shanghai, 17th November, 2.50 p.m.

It is reported that President Roosevelt intends to prosecute Mayor Schmidt of San Francisco on a charge of having misappropriated part of the funds collected for the relief of sufferers by the earthquake and fire in April last.

MORE SUCCESSFUL SALVAGE.

"HUNGSHAN" READY FOR DOCKING.

Another steamer has taken up a position in Kowloon Bay, preparatory to going on the docks, for the purposes of a survey to ascertain the amount of damage she sustained on stranding on Saw-chau, on the memorable 18th September, during the disastrous typhoon. This time it is the Macao steamer *Hungshan*, which has been safely and successfully towed off her undesirable perch, and towed to her present position, by the powerful Danish salvage steamer *Proctor*, which has practically stood by her since the time of her stranding becoming known in the Colony. As a result of the strenuous efforts made in her behalf, the *Hungshan* was successfully floated last night, and towed into the harbour this morning, by the *Proctor*, which took her over to Kowloon Bay to await a vacant berth in the docks. She passed into the harbour at 11 a.m. to-day, and had her quarry safely berthed in the Bay by noon. When the *Hungshan* stranded off Lantau Island on Typhoon Day, some of the plates in her bottom were found to be pierced by the rock on the scene of her stranding, and one sharp pinnacle penetrated through her plates. It was the position of this penetrating pinnacle that constituted one of the first difficulties the salvage party had to contend with, for it was absolutely necessary to remove it so as to patch up the hole made, to enable the vessel, when saved, to be towed into the harbour. It was a work requiring considerable care, as it was a delicate operation to blast away the rock from the bottom of the steamer without damaging the steamer itself. It had to be done piece by piece, and was thus a tedious job for those engaged in it. But that their efforts were successful is shown by the fact that the *Hungshan* is now in a place of safety, with, however, as far as can at present be ascertained, very considerable damage to her hull. There was no doubt, amongst shipping people, that from the first the *Hungshan's* position was perfectly safe, and that no anxiety need be felt on her account. Thus it was not surprising when it was learned that those on board the s.s. *Nomam* when she passed the Two Brothers at 10.16 a.m. to-day, to find the *Hungshan* afloat, and apparently being prepared for towing into the Kowloon Bay, for docking purposes. The *Hungshan* is the last of the fleet of the Hongkong, Canton and Macao Steamboat Company, Ltd., to be saved, and it speaks volumes for the ingenuity of those concerned in the salvage operations; that, while so many stranded, not one of their steamers was lost. It is anticipated that the repairs on the *Hungshan* will occupy the best part of two months, as she is more seriously damaged than was at first believed. It is to be hoped that it will be many a day before this company has to experience a recrudescence of this form of disaster.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 18th inst.
American (*Empress*) 19th inst.
German (*Roon*) both inst.
German (*Prinz Regent Luitpold*) 21st inst.
Indian (*Lalrang*) 26th inst.

The N. Y. K. s.s. *Kumano Maru* left Maaila for this port on 17th inst., and is expected here on 19th inst.

The N. Y. K. s.s. *Tosa Maru* American line left Shanghai for this port on 15th inst., and is expected here on 18th inst.

The C. P. R. Co's s.s. *Empress of Japan* arrived at Shanghai at 11 p.m., on 15th inst., and left again at 8 a.m., Friday, for Hongkong, where she is due to arrive at 9 a.m., on 18th inst.

TELEGRAMS.

The Boer Raid.
LONDON, 15th November.
Ex-General Buller has offered his assistance to the Government against Ferreira.

Germany.
Prince von Bismarck, speaking in the Reichstag, said that Germany would carefully cultivate relations with Japan; her aims in the Far East were purely economic. He defended the maintenance of peace and concluded by saying that Germany need not fear isolation if she kept her sword sharp.

The United States.
President Roosevelt is investigating the disappearance of \$1,000,000 from the San Francisco relief fund.

Australia and the New Hebrides.
Mr. Deakin has informed a Melbourne deputation that the attitude of a third Power has compelled a hurried declaration of an Anglo-French dual control of the New Hebrides.

Royal Naval Cadets.
Two sons of the Prince and Princess of Wales will enter the Osborne College as naval cadets at Easter.

BREAKING UP A RESTAURANT

AN UNRULY BOATSWAIN'S BEHAVIOUR.

If Charles Wilson went out yesterday evening to amuse himself, he did so right royally, but it will cost him a few Mexicans before Mr. Hazell can get over him. Charlie was with yesterday morning a boatswain on board the sailing ship *Truro*, and is known to be a little deaf. When he was paid off yesterday Charlie and five others from the same ship, after having secured a berth on the *Stone Frigate*, otherwise known as the *Sailors' Home*, they started to "do" the town. At nightfall, as the story goes, Charlie invited his friends to a restaurant, at No. 257, Queen's Road Central, to have dinner. After having satisfied the inner man to a certain extent, but extensively in fire-water, the company proposed to move. The waiter applied for the cost of the dinner, but was told to "get off the earth." He applied a second time, but as he did not want to go headlong down three flights of steps, and perhaps get a couple of broken ribs thrown into the bargain, he promptly withdrew and summoned the proprietor. Then matters got lively. The proprietor, a sickly-looking individual, tripped out and demanded payment, remarking at the same time that if they refused all hands would be locked up. Charles said that they would get no money out of him, and to enforce his statement picked up a lighted table lamp and smashed it on the floor. Every fork in the restaurant made a dive, for the lamp to extinguish the flames before the floor caught fire. Charlie's companions, finding things getting hot, cleared out and left him alone. It was not long before he got going again. He picked up every cruet stand that was on the dining tables and dashed them against the wall. He made for the sideboard and sent several dozens of plates and dishes flying in every direction. He played football with the soup plates and cricket with the cups. When he found that there was nothing left for him to break, he picked up a clock that was hanging on the wall and assisted it down the staircase. While this was going on the forks in the house were in a terrible state. Not a few got under tables to keep clear of the flying missiles, others got into the cook-house and closed the door behind them, while the proprietor stood in a corner watching the property destructor. The noise that was made attracted several policemen and soldiers passing the restaurant. They ran upstairs and finding the house literally turned upside down took the proprietor to the police court. He was charged before Mr. F. A. Hazell, this morning, at the Police Court, with being disorderly in the restaurant and damaging property to the extent of \$25, a very conservative figure. Evidence was led.

Accused informed the Court that he was struck on the neck with a lambion by someone in the house. He had paid his share of the dinner. What the others did was not his affair. All he had was \$13, and \$5 guarantee money, which was held by the manager of the home. The story that he had only \$13 was not believed, and his Worship adjourned the case until Monday to allow the manager of the *Sailors' Home* to appear in Court in testifies as to the amount of money defendant had left in his care as he will have to pay for the damage or go to gaol.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores for the Pool competition held at the King's Park Range on the 10th and 11th November, 1906:

J. N. Jones	58 & 12-70
A. Jenkins	57 & 12-69
A. Blomley	65 scr., 65
C. E. H. Beavis	59 & 6-65
H. T. Richardson	51 & 14-65
P. P. J. Wodehouse	58 & 6-64
J. C. Gow	63 scr., 63
D. Willis	51 & 12-63
H. W. Bird	49 & 14-63
G. H. Wakeman	57 & 4-61
A. W. J. Watt	56 & 4-60
E. W. Terrey	46 & 13-59
J. H. Pigeon	58 scr., 58
J. Hutchings	37 & 20-57
Dr. Evan Jones	46 & 19-56
J. McCubbin	42 & 14-56
C. Bond	49 & 4-55
S. Gubbay	38 & 14-52
J. Philpott	44 & 6-50

HONGKONG DOCK EXTENSIONS.

TERMS OF THE PROPOSED LEASE

Another step marks the project for the extension of the No. 1 Dock at Kowloon, and this is seen in the publication in the official *Gazette* of the notification giving the particulars and conditions of lease of Marine Lot No. 3, Hung Hom. The land in question is, we presume, to be acquired for the purpose of extending the site of the present No. 1 Dock, a scheme which was proposed at a private meeting which followed the last half-yearly ordinary meeting of the shareholders of the Hongkong and Whampoa Dock Company. While noting the fact that the land is to be put up for lease by public auction we would make it clear that the scheme of extension does not necessarily secure our approval in all its details, especially as regards the method by which it is proposed to carry out what is considered a desirable improvement in the interests of the Company.

According to the description of the lot which will be offered for lease, the land comprises 175,500 square feet, or about four acres. The annual rent is \$1,410, and the upset price \$39,488. Under the terms of the sale, the lease will be granted to the highest bidder, and no bid under \$200 will be accepted. The purchaser must pay into the Colonial Treasury the full amount of the premium offered for the lease within three days of the sale. After reciting the usual forms required for marking out the land, etc., the notification states that the purchaser shall reclaim the entire area of the lot and shall build and finish, fit for occupation, before the expiration of four years from the day of sale, in a good, substantial, and workmanlike manner, one or more good and permanent messuages or tenements upon some part of his lot, with walls of stone or brick and lime-mortar and roof of tiles or such other materials as may be approved by the Director of Public Works, and, in other respects in accordance with the conditions of all Building Ordinances now in force in the Colony which are applicable, and shall expend thereon a sum of not less than \$10,000 in rateable improvements.

As usual, the purchaser is required to maintain the land in a sanitary condition, and shall pay into the Treasury a proportionate part of the annual rental on the 15th December next, and the annual rental by half-yearly payments during the term of 99 years. Should the lessee fail at any time to use the land for the purposes specified without the consent of the Government, then the Crown may re-enter the land, foreshores and seabed included in the lease, or any portion thereof in the name of the whole and thereupon the same shall be forfeited to and vest in the Crown.

All mines and minerals under the land in question are reserved to the Crown. There is a further proviso that the lessee shall have the option of renewing the lease for a further term of 99 years at a Crown rent to be fixed by the surveyor representing the Crown.

Should the purchaser fail to comply with the conditions, the Crown may either enforce the sale or re-sell the property, and should there be any increase in the premium or purchase money at the re-sale that increase will be retained by the Crown, but if there is a deficiency the default must pay the difference. If at the end of one month from 16th November the Governor-in-Council shall declare it expedient to grant a lease of the lot then the sale will be proceeded with.

H.K. CHOW FU.

HIS FIRST OFFICIAL ACT.

(From Our Own Correspondent.)

Canton, 6th November.
H.E. Chow Fu, the newly-arrived Viceroy of the two Kwang, has lost no time in taking hold of the affairs of the provinces over which he has been called to rule. His first official act was to memorialize the Throne for permission to carry out his wish to appoint Mr. Sum Tung to be president of the Yuet-han Railway, in the place of Mr. Chang To Chai, who had resigned the position, and whose resignation had been accepted. H.E. Chow Fu strongly recommended Mr. Sum Tung for the appointment, and has now received a despatch from Peking stating that the Throne has observed with great pleasure that H.E. had lost no time in taking up the affairs of the Yuet-han Railway, and had so soon obtained a grasp of them. The despatch concluded by granting H.E. Chow Fu's request for the appointment of Mr. Sum Tung as Mr. Chang To Chai's successor, in the presidential chair of the Yuet-han Railway Co.

BURNT IN A MANHOLE.

A SCAVENGER SENT TO HOSPITAL.

Chan Hang, scavenger coolie, employed by the Sanitary Board, was severely burnt while down in a manhole this morning. The manhole in question is situated between Ship Street and Arsenal Street. At about half-past three o'clock this morning the scavenger, in the ordinary course of his duty, descended into the manhole with a lighted kerosene oil lamp to clean the sewer. When he got to the bottom of the manhole a depth of between six and seven feet, he placed the lamp on one side and commenced his work. Suddenly those above heard an explosion below and saw dense smoke issuing from the mouth of the manhole, followed by cries from the man below for help. After much difficulty they succeeded in getting him out of the hole to find that he was severely burnt and in a bad condition. An ambulance was summoned and he was removed to No. 2 Police Station, where Inspector Goulay treated the scavenger, before despatching him to hospital. The police say that the foul gas that was in the manhole became ignited and set fire to the scavenger's clothing. Although in a serious condition the Chinaman is expected to live.

ANOTHER BOYCOTT.

BRITISH SYNDICATE UNDER THE HAM.

(From a Correspondent.)

Canton, 16th November.
The elders and people of Shansi have jointly decided to boycott the British syndicate which has sent its representatives there to look after the mining interests, the syndicate having obtained the concession for working the mines of that district. The British Minister at Peking has been communicated with on the subject, and his Excellency requested the Board of Foreign Affairs to take up the matter, and see that British interests in Shansi are given protection.

THE S.S. "KINSHAN."

COURT OF INQUIRY.

The further hearing of evidence in this matter was continued to a later hour last evening, when the Court having considered it, the President read the following finding:—
We find that the s.s. *Kinshan* left Hongkong on September 18th, at 8.30 a.m., bound for Canton with a general cargo, four European passengers, 47 native passengers, and ten Chinese constituting the crew. The ship was well found and provisioned. The typhoon drum was hoisted at the appointed place, indicating that there was typhoon east of the Colony, within 300 miles. We find that on reaching the Capatium Pass, the wind backed to West-North-West. That the captain's original intention was to anchor north-east of the East Brother, but he went on to Piler Point instead. This, in the opinion of the Court, was an error on the part of the master, who ought most certainly to have taken no risks, and anchored south-east of the East Brother. That from the evidence, the ship was fully gone into by the Court, when the master found his ship dragging, with thirty fathoms of cable out, and his ship nearly striding on the north point of East Brother, we consider it was the duty of the master to go both his anchors and all his cable. This, in the opinion of the Court, would have held the ship and prevented her stranding. That under the abnormal conditions under which the master was plying the ship, with regard to the hurricane force of the wind, blinding rain squalls, the Court considers that a severe censure, passed on the master for allowing his ship to strand with one anchor at the bow, and another at short stay, will be sufficient.

A SAILOR'S HARD LOCK.

ADRIAT AT SEA FOR TWO DAYS.

Those who have seen a Chinaman sitting on a kerbstone in Pedder Street only a day or two ago with a yellow poster, closely written on it, spread out in front of him, begging pedestrians for a few coppers, will see him no more, for he leaves Hongkong for his native home, Shan-Mey-to-ni, with \$350, a gift from the poor-box. Yesterday afternoon he was arrested by a policeman and removed to the Central Police Station on a charge of begging in the public street. Before being put into a cell, there to spend the night, he told a pitiful story that touched a few of his sympathetic listeners. He said that he was formerly one of a crew of eighteen employed on a cargo boat trading between Hongkong and San Mey, an island near Swatow. During the latter part of September last—he could not recollect the date—he wrote on a voyage to San Mey. Two days from their destination they were struck by typhoon. The wind and sea were terrible. They battled with the elements for hours; did all they possibly could to keep the old junk on the surface, but as each minute passed the weather became more boisterous until she ultimately foundered one night. Sixteen out of the eighteen persons on board were drowned. He was successful, he said, in securing a piece of wood which he clung to, although the seas tried to separate him from it on many occasions. He was at the mercy of the rolling waves for many hours. Food or fresh water was out of the question. He drifted miles away from where his junk foundered, but held buoyed. He would be picked up by a passing ship. That day and the next brought nothing. On the morning of the second day the weather abated somewhat, and before mid-day he sighted a sail on the horizon. He swam in the direction of the boat, which turned out to be a fishing junk, and was picked up some hours later. He was then brought to Hongkong. "I have no money," concluded the unfortunate seaman, "and I was forced to beg, but I would very much like to go home."

Inspector Ritchie placed him before Mr. C. A. D. Melbourne, to whom the seaman again related his story. His Worship took pity on the unfortunate man and said he would be sent home on Monday.

"There is a boat leaving to-night," said the defendant, "and I would like to go by her."

His Worship said he would see it done, and instructed an officer to see the man on board to-night. He also gave him \$350 out of the poor-box.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 17th at 11.55 a.m.—The barometer has risen generally, except over the S. Philippines. The depression is slowly moving away over the Pacific to the E. of the Loochoos.
A high pressure area is central over the continent to the North of the Yangtze.
The ground is still somewhat steep over the Eastern coast where N. winds will prevail. Fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, moderate, fair.
- 2.—Formosa Channel, N.E. winds, fresh.
- 3.—South coast of China between Hongkong and Lamocks, N.E. winds, moderate.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—National Banks \$47, Hongkong \$132, China \$95, H.K. C. and M. \$274, Kowloon Wharves \$88, Shanghai Docks \$105 in Shanghai, Hongkong Wharves \$125 in Shanghai, Hongkong Lands \$103, Dairy Farms \$18, Cements \$19, Electric \$14.

Sellers.—Hongkong Banks \$810, Unions \$275, Cantons \$300, China and Manilla \$23, Douglas \$40, Shell Transports \$17, China \$145, Raub \$9, Hongkong Docks \$151, West Points \$59, Humphreys Estate \$11, Cottons \$13, China Borneo \$10, China Providents \$9, Lees \$26, Ropes \$23, China Light and Power \$10, A. S. Watsons \$12, Powells \$8, Sales.—Nil.

Nominal—Indochina \$73, Hongkong \$112, Tramways \$215.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadotie & Co. write on the 16th inst.—The market has shown a slightly better feeling, and a fair and varied business has been done, during the week under review.

Banks.—Hongkong and Shanghai Banks have ruled very weak, and after offering at \$173 and \$145 have been sold at \$180. The London quotation is £4 10s. 0d. Nationals are unchanged and have buyers at \$47.

Maine Insurance.—Unions continue on offer at \$77. Cantons are quoted at \$300. Fire Insurance.—A few China Fires have changed hands at 105 and more shares can be placed. Hongkong Fires are steady and in demand at \$324.

Shipping.—Hongkong, Canton and Macao Steamboats continue firm and sales at reported at \$272 with further buyers. Indo-China have been dealt in at \$73 closing steady. Shell Transports are somewhat easier and can be obtained at \$18. San Ferns (old) have buyers at \$14 while the new shares are slightly weaker and are quoted at \$17. China and Borneo and Douglas are neglected at quotations.

Refineries.—China Sugars have not fluctuated, and are quoted at \$145 with a weakening tendency. Lard is also offering at \$22.

Mining.—Cantons have sellers at 49 and can probably be obtained at lower rates. Chinese Engineering have again found buyers at \$15. 2.30 in the south.

Docks, Wharves and Godowns.—Hongkong and Whampoa Dock have been sold at \$151, and more shares are offering at this rate. Kowloon Wharves, after a reported sales at \$86 and \$87 close at \$88, with buyers. Shanghai Docks are strong and in demand at \$105. Sales of Hongkong Wharves have taken place at \$122.

Lands, Houses and Buildings.—Hongkong Lands have been sold at \$102 closing in request at \$103. Small lots have changed hands at \$10. 96 to 100, old issue, and have further buyers. Hongkong Estates can be obtained at \$44. Hongkong Hotels are unchanged and are quoted at \$114.

Cotton Mills.—Cantons have improved to \$15. 74 at which rate they are in demand. Internationals are quoted at \$15. 64 ex dividend of \$15. 64 on the 14th inst. Hongkong Cottons are obtainable at \$3.

More Linens.—Dairy Farms are strong at \$18. Green Island Cements have changed hands at \$105 and have further buyers. Sales of Ropes have taken place at \$25. Steam Waterboats have strengthened to \$27 at which rate business has been done. South China Morning Posts have been placed at \$2, and are wanted. Langkats have advanced slightly and there are buyers at \$15. 237.

LARRY MARKER.

In their report dated 6th instant, Messrs. Philza & Co. write:—Our last circular was dated the 2nd inst., and as the market has continued closed under the concession to Chinese dealers, there is again nothing fresh to report.

Time of writing there is no indication what sales are going to be on the market re-opening on the 18th inst. when the extended concession to native dealers shall have expired.

Turning the post brought clearances have been rather slow and unsatisfactory, owing to harvesting operations in the interior and in the neighboring districts.

Arrivals.—The steamer *Arcturion* after *Lightning* and *Katana* (from Calcutta), and steamer *Ischia* (from Bombay) of about 7000 bales.

Shipments.—To Shanghai and Southern ports about 3,500 bales.

Uncleared Stock.—about 3,500 bales.

Closed Stock.—about 10,000 bales.

Exchange.—We quote, today, as under:—

India T.T. at Rs. 17 1/2 per cent.

London T.T. at 12 1/2

Shanghai T.T. at 2 1/2

Silver at 32 1/2 per oz.

RACING TOPICS.

THE WEEK'S DOINGS.

Matters racing have been extremely quiet during the past week. In fact there is nothing of any importance to chronicle. During this week a few of the subscription griffins were doing a little work. Ewe's bunch were the middle test on Wednesday, a few negotiating a distance in fair time. Messrs. Marshall, Jupp and White's ponies, that were restricted to trotting work during the absence of their owners in Shanghai, have been doing hard work since their owners' return to the Colony. Like the look of Mr. Marshall's black and the way he moves. Buxey's contingent have as yet not been extended. Mr. Hunter's "bobbery" chestnut appears to be selling down to work and seems to be going in a more amiable manner of late. The same refers to Mr. Williams' pacer. Mr. Logan's pony was given a short canter this morning, but unlike Monkey Brand's soap did not leave a good impression behind. The pony evidently thought he was ascending one of his native hills during his work this morning. To those who have stood at the rails during the past week watching the evening's canter one cannot help admiring the great improvement that have come over the animals. Their walk, the bright and glossiness of their coats, the shine in their eyes, all tend to show that the ponies are improving under their treatment and putting on plenty of muscle.

A TURF ENTHUSIAST.

JAPANESE CONSULAIR.

ESTABLISHED AT CANTON.

(From a Correspondent.)

Canton, 14th November.

A few days ago a Japanese Consulate was established on the Shamene, and the first Japanese consul to Canton has been appointed. The new consul has sent despatches to the Nankow magistrature announcing the establishment of this consulate and of his appointment to the charge thereof, similar despatches being also forwarded to his colleagues in the Consular corps. With the opening of this new consulate the consular representation of the world's great powers in Canton is complete.

To-day's Advertisements.

PUBLIC AUCTION.

THE undersigned have received instructions from the Official Administrator, to sell by

PUBLIC AUCTION,

For account of the Estate of the late

R. W. HOUGHTON,

on

MONDAY,

the 19th November, 1906, at 2.30 P.M.,

at their Sales Rooms, No. 8,

Des Vaux Road, corner of Ice House Street,

A QUANTITY OF

TWEED, SERGE SUIT LENGTHS,

TROUSERS LENGTHS, FANCY VESTS,

&c., &c., &c.

TERMS—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 17th November, 1906. [1110]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION,

MR. GEO. P. HAMMERT has instructions to sell by

PUBLIC AUCTION,

on

MONDAY,

the 20th November, 1906, at 12 o'clock noon,

at his Office in Duddell Street,

IN ONE LOT.

The VALUABLE LEASEHOLD PROPERTY registered in the Land Office as Sections A, B, C, and D and the Remaining portion of KOWLOON INLAND LOT No. 51 with the premises thereon, known as Nos. 115, 114, 116, 119 and 121, Station Street, South, and Nos. 117, 119, 121, 125 and 127, Temple Street, South, Yau-mah.

The total area of the above property is 8,48 square feet.

The total Crown Rent is \$19.69.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road,

and from the Auctioneer,

Hongkong, 16th November, 1906. [1111]

ACKNOWLEDGMENT.

MRS. and MRS. GONSALVES beg to

THANK ALL THEIR FRIENDS for the

heartfelt sympathy shown to them in their

bereavement. They thank in a most special

manner the members of the Hongkong and

Shanghai Bank and also Mrs. HARSTON and

ANSEL who spared no efforts to save the life

of their late husband and father.

Hongkong, 17th November, 1906. [1112]

STEAM TO CANTON.

The New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 TONS, H. W. WALKER,

Leaves Hongkong for Canton on each Sun-

day, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Mon-

day, Wednesday and Friday, about 5.30 o'clock

every evening.

This Fine New Steamer has unexcelled

Accommodation for First Class Passengers and

is lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey, 15 (Servant

included), \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,

No. 2, Queen's Road West,

Hongkong, 7th November, 1906. [1077]

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

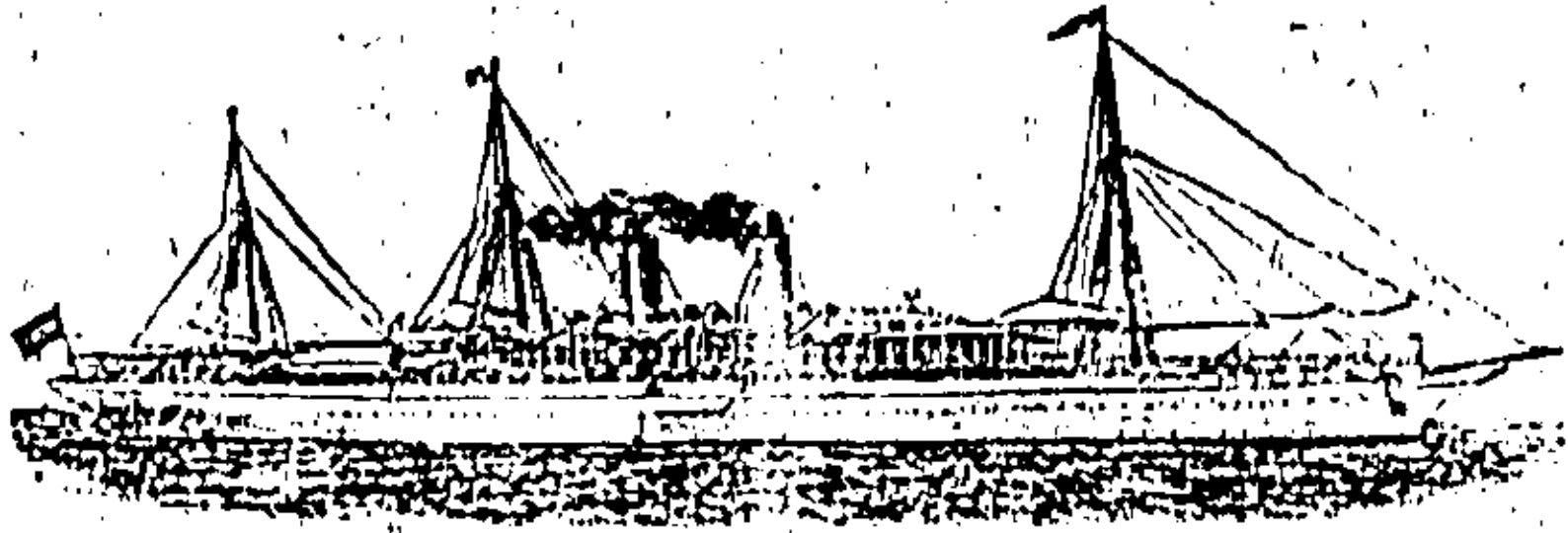
PIANO

AND

APOLLO

PIANOLA,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.			
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000.	THURSDAY, November 22nd	December 10th
"ATHENIAN"	3,882.	WEDNESDAY, November 28th	December 22nd
"EMPEROR OF JAPAN"	6,000.	THURSDAY, December 20th	January 7th
"MONTEAGLE"	6,163.	WEDNESDAY, December 26th	January 19th
"EMPEROR OF CHINA"	6,000.	THURSDAY, January 17th	February 4th
"TARTAR"	4,425.	WEDNESDAY, January 23rd	February 16th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 12 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points, and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
Hongkong, 14th November, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"CHUANGSANG"	TUESDAY, 20th Nov., Noon.
SPRING, SAMARANG & SOERABAYA	"CHUANGSANG"	WEDNESDAY, 21st Nov., 4 P.M.
TIENSIN	"CHUANGSANG"	THURSDAY, 22nd Nov., 4 P.M.
SCAPORE, PENANG & CALCUTTA	"YUENSANG"	FRIDAY, 23rd Nov., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 23rd Nov., 4 P.M.

Taking Cargo on through Bills of Lading to Chiochoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th November, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"KANBU"	20th November.
SEBU AND ILOILO	"SUNGKIANG"	20th "
SHANGHAI	"PAOTING"	21st "
MANILA	"TAMING"	21st "
SHANGHAI	"SHAHSING"	21st "
SHANGHAI	"YUENHANG"	23rd "
SHANGHAI	"KIUKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	3rd December.
YOKOHAMA AND KOBE	"CHANGSHA"	13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 17th November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
RUHI	2540	R. Almond	"	SATURDAY, 1st Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 17th November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship
"BRAEMAR".....TUESDAY, 20th instant, at 5 P.M.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 17th November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.		
HOHENSTAUFEN	Capt. Jaeger	22nd December.
SILESIA	Bahle	22nd January.
SCANDIA	v. Doehren	1st February.
HAMBURG	Filler	4th March.
RHENANIA	v. Hoff	3rd April.
HOHENSTAUFEN	Jaeger	1st May.
SILESIA	Bahle	1st June.
SCANDIA	v. Doehren	1st July.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.		
RHENANIA	Capt. v. Hoff	14th December.
HOHENSTAUFEN	Jaeger	11th January.
SILESIA	Bahle	8th February.
SCANDIA	v. Doehren	22nd March.
HAMBURG	Filler	5th April.
RHENANIA	v. Hoff	17th May.
HOHENSTAUFEN	Jaeger	14th June.
SILESIA	Bahle	12th July.
SCANDIA	v. Doehren	9th August.

FREIGHT SERVICE.

FOR SHANGHAI, KOBE & YOKOHAMA AND ALUSIA		
FOR SHANGHAI, KOBE & YOKOHAMA	21st November.	
FOR SHANGHAI, KOBE & YOKOHAMA	24th November.	
FOR SHANGHAI, KOBE & YOKOHAMA	26th November.	
FOR SHANGHAI, KOBE & YOKOHAMA	2nd December.	
FOR SHANGHAI, KOBE & YOKOHAMA	15th December.	
FOR SHANGHAI, KOBE & YOKOHAMA	29th December.	

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.		
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Paris in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.		
FOR HAMBURG	SEGROVIA	21st Nov.
FOR HAVRE, ANTWERP AND HAMBURG	SIPHONIA	24th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.
FOR NAPLES, HAVRE AND HAMBURG	SILESIA	8th Feb.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"FLINTSHIRE"
will be despatched for the above Ports, on or about the 20th instant.
For Freight and Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th November, 1906. [1105]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
THE Steamship
"DAKOTAH"
will be despatched for the above Ports, on or about the 24th instant.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 17th November, 1906. [1634]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EASTERN"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th November, 1906. [1052]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient inducement.

THE Steamship
"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Finner, will be despatched as above, middle of December.
Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 14th November, 1906. [648]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

The leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken, PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

LADIES AND GENTLEMEN.

The mildest of us get a little irritated from time to time by some gross misapplication of these terms. They may hold philosophic views upon the subject when cool, and ask themselves what on earth it matters? Or, if sentimental, they may argue that a gentleman or a lady is one who thinks and acts in the manner suggested by those titles, whatever his or her station in life; a vast deal of poetry may be cited in support of this opinion. But such theoretical consolations are apt to fail when, by chance, one hears an offensive charwoman styled a lady or a drunken cabdriver a gentleman. On thinking it over, nevertheless, most seem to find a difficulty in justifying their annoyance. Why should not a respectable maid-servant be called a lady?—most certainly she has better manners and, she appears to be more amiable, than several persons of our acquaintance whose claim to the title is undisputed. Once on a time it may have been possible, even easy, to define the words lady and gentleman; but long since they have lost all significance as tokens of a class. You cannot prove that the maid-servant or the shopman have the right to the style they claim. How unreasonable to be vexed with poor people for assuming a dignity which cannot be denied them, when it makes not the smallest difference to ourselves!

Unreasonable, truly; but, as a matter of fact, both words have a meaning, as distinct now in the literal sense, as when they were invented. And in that meaning they still pertain to certain categories, if not exactly classes, of person, from which the vast majority of those who claim them at the present day are excluded. A lady does not hand loaves, personally, at the front door of a morning, to her servants, tradespeople, and casual way farers, as we see her spiritual ancestors doing in a famous MS. at the British Museum. But she makes the same distribution, unspoken, in the form of cash, when her agent pays wages and settles accounts. It is a simple evolution, from the lat-dig, the loaf-giver, to the "Mistress"—whether of hall or farm, house or shop. As an employer and payer of labour she claims the title of "lady," but those who do not distribute loaves, that is, wages, in any form, have no right to it. The sentiment of the thing may be put aside for the use of moralists, poets, and waddlers: this is the fact.

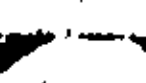
The case of "gentleman" is not less clear. The word signifies member of a gens, a clan, a family recognised by custom perhaps by law—that is a man whose "people" are well known, of established position in their neighbourhood. There is no reference to land or property; members of the same gens might be tillers of the soil, traders, or seamen, rich or poor—the single condition is that they belong to a family of standing, of fair repute, whose name is or should be a guarantee of honourable conduct. In this sense the word, passed into French and Italian, and in each case it has remained unchanged—without the addition of the secondary meaning which has obscured the first, in modern English. The Spanish *hidalgo* bears the same interpretation precisely—"son of Somebody," and the medieval Greek *Authentikos* had a like significance—this is the original of the Turkish "Effendi," they say. Obviously a chimney sweep, a shopman, and so forth do not fall under the definition. They are not connected with a gens, seldom do their parents enjoy renown, even in a back street or a suburban road, unless of the sort which does them no credit. Their name has no recognised value, commercially or socially. Therefore, they cannot claim the title of gentleman.

It is interesting to note how the secondary meaning of the word is confined to English—possibly, indeed, there is grave significance in the limitation. So early as Caucuser's time courtesy and propriety of conduct began to be associated, as of right, with the man of old and well-known family. The "very perfect Knight" is also called the "Knight of gentleness" when he arranges a quarrel among the Pilgrims. In no long time we find the connection recognised, in so far that kindness and self-restraint were expected of a gentleman—that is, he laid himself open to a charge of disgracing his order if he failed therein. Neither in France nor in Italy did this notion attach itself to the conception of the man of family. He was expected to show good manners, the polish of the Court, and to uphold the honour of his name, but nothing more. We may conclude, if we will, that English gentlemen really did show kindness and consideration towards the commonalty centuries before such conduct became usual abroad. They may have been equally convinced that their blood was of superior quality somehow to that of the vulgar, but they behaved prettily toward them, all the same. A good deal of evidence might be brought forward to support this view. But the great Lord Burleigh insisted that "gentility is nothing else but ancient riches," writing to his son, who, one would think, needed no reminder. And a great deal of evidence might be brought forward to support this view also. However, it remains established that a gentleman must be a Somebody, distinct from the crowd. He need not be a personage, of course, but he should be able to show marks of identification so to speak, on challenge. A Nobody cannot be a gentleman in the right meaning of the term.

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief,

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN,"
 Captain J. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 27th
November, at 1 P.M.
 Passage tickets and through Bills of Lading
 issued for above ports, and for Australia with
 prompt transhipment at Colombo.
 Cargo also booked for principal places in
 Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS	11th December.
S.S. POLYNESIAN	15th December.
S.S. CALEDONIEN	8th January.
S.S. SALAZIE	12nd January.
S.S. OCEANIEEN	5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th November, 1906. [H

For Sale.

A BROKEN-DOWN SYSTEM.

This is a condition for disease to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital force—that sustains the system. It is a malady of the nerves, for they are the most numerous, the most sympathetic and the finest, the more prominent living sleepers, the sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is able to supply energy in all such cases is our *own vitality*—vigor.

VITAL STRENGTH—essential to the power to throw off these morbid forces, and to restore the system to its normal condition. The day may be more certainly tonic by a course of the celebrated life-reviving tonic

THERAPION No. 3

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRESH,
and a new existence imparted in place of what had so lately seemed worn-out, and old, and valueless. This is the effect of the use of the pure vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, in the treatment of all diseases, and is a powerful disease of derangement, whose main features are those of debility, that will not be speedily and permanently cured by any other means. It is a conservative essence, which is destined to cast into oblivion everything that had preceded it for this world, and send the immortal soul to heaven.

THERAPON is sold by the principal Chemists throughout the world. An English, French, and German name is always on the wrapper. "THERAPON" appears on British Government Stamp in white letters on a red ground, affixed to the wrapper, and is signed by the British Commissioners, and without it is a forgery.

Sold by all Chemists.

NOTICE

THE Public are hereby informed that a change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than **TEN CENTS (10 cts.)** per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case	One Case
	Qts.	Pis.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. F. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1966.

ACHEE & CO.

ESTABLISHED 1850

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000 \$12,735 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$810 London 94.10/-
National Bank of China, Limited	10,025	£7	£6	\$1,675,000 \$20,000	\$74,099	\$2 (London 3/6) for 1905	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$20,000	\$233,038	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 10,000	Tls. 185,519	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$20,000 \$311,157 \$153,844 \$169,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$29,488 \$2,616	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000	\$508,331	\$12 and 13 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$324 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$64,638	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$93,562 \$250,000 \$100,000 \$144,386 \$100,000 \$28,918 \$3,999	Nil.	\$24 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$274
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£100,000 £100,000 £100,000	£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$73 sa. & buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 56 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£207,815	Interim div. of Tls. 1 1/2 for 1905	6 1/2 %	Tls. 104 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218	\$1.50 for year ending 30.4.1906	4 1/2 %	\$25 buyers \$171 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50 sellers
SUGAR.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$100,000 \$100,000 \$100,000	\$40,914	Final of \$15 making \$15 for 1905	7 1/2 %	\$145
Luizen Sugar Refining Company, Limited	10,000	\$100	\$100	none	\$132,588	\$1 for 1897	...	\$22
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.6.04	...	Tls. 83 sellers
MINE.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£100,000 £100,000 £100,000	£12,546	Final of 11/- (No. 7) making 21/- for year ended 28.2.06	7 %	Tls. 9.20 sales
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$170,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$88 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$40,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$151
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$188,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 32,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 229 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS &								

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, Ice House Road, in the City of Victoria, Hongkong.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 5312

號二初月十年二十三緒光

SATURDAY, NOVEMBER 17, 1906.

六拜禮

號七十月一十英曆

313 PER ANNUM.
SINGLE COPY, 25 CENTS.

NOTICE.

All communications intended for publication, in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Block, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any returned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Weekly—\$10 per annum.
Monthly—\$1 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents. Weekly, twenty-five cents.

CONTENTS.

Births, Marriages and Deaths.

Leading Articles:—

Viceroy Chow Fu.
Kowloon-Canton Railway.
Medical Certificates.
The Stanley Street Well.
The Rising Dollar.
Lo! The Poor Indian.
Viceroy Shum's Departure.
Chinese Customs and Social Apathy.

Telegrams:—

Viceroy Chow Fu.
The Kowloon-Fortress.
Kowloon-Canton Railway.
The Chinese Imperial Posts.
Rioting in China.
The Shanghai Tragedy.
The Peking Murder.
Japanese Consulates.
Shanghai Sikhs.
The Japanese Navy.
Prince Tsai at Mukden.

Meetings:—

Sanitary Board.
Licensing Sessions.

Legal Intelligence:—

Breach of Contract.
Bankruptcy.
A Solicitor's Tent.

Police.

Brutal Murder at Kowloon.

Chinaman's Mysterious Death.

A Professional Smuggler.

A Shipping Narcissus.

Chinese Student takes Poison.

Fig's Foot in Court.

Alleged Manslaughter.

Mendicant's Fatal Fall.

A Dangerous Man.

Stealing a Bicycle.

A Wonderful Narrative.

Miscellaneous Articles and Reports:—

Viceroy Chow Fu.
Shum in Hongkong.
Indians in Canada.
A Footballer.
Kowloon Cricket Club.
Death of Mr. C. J. Gonçalves.
Death of Mr. Chinn Yoo Woo.
The Dairy Farm Company, Limited.
Oxford Local Examination.
A Fashionable Wedding.
The Marquise's Concert.
Grass Fire in Kowloon.
The Royal Hongkong Golf Club.
Marine Court.
The "S. Kinschen."
Canton Day by Day.
The Canton Breeze.
The Yunnan Railway.
H. E. Viceroy Shum.
Piracy on the West River.
Chow Tung Shan's Estate.
The Typhoon.
A New Prison.
Kulangs Municipal Council.
The Famine in Kiangsu.
Imperial Festival.
An Enlightened Official.
Wuchow Notes.
An Attempt to Capture Nanning.
The Shanghai Volunteers.
The Shanghai Dock and Engineering Co., Ltd.
British Interest in Manchuria.
Murder of a Foreigner in Peking.
Bank Comrade charged with Fraud.
The Indragiri Adrift.
The New Japanese Budget.
Japanese in San Francisco.
Fire on the Russian Embassy.
Sugar Refining in Formosa.
The Sugar Industry in Formosa.
The Disabled Kaitai at Singapore.
Chinese Customs.
Bangkok Currency.
Hindoo in Vancouver.

Commercial:—

Yarn Market.
Exchange.

Local and General.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 17, 1906.

VICEROY CHOW FU.

(12th November.)

Nothing more momentous or more calculated to influence the interests of Hongkong has been delivered than the speech of the Viceroy of the two Kwang on the occasion of the informal gathering of Chinese merchants and traders yesterday. It marks an era in Chinese affairs, as it predicates an enlightenment which was generally supposed to belong to European statesmen. None will appreciate the views of the veteran Viceroy more thoroughly than the Governor, and it is regrettable that His Excellency was unable to attend a gathering at which one and all of his favourite schemes were supported and endorsed. In the position occupied by the Viceroy, it is impossible to suppose that he was actuated by other than the clearest ideas when he referred to the railway question in South China. That is, beyond the shadow of a doubt, the prime matter for the two Kwang. It means trade and prosperity for the provinces over which Chow Fu is to rule; but it means more, for it implies prosperity for Hongkong. Seldom has a more statesmanlike speech been addressed to a gathering of Chinese, and seldom has a Chinese official allowed himself to express his thoughts in such direct language. It is fortunate that our representative has been enabled to provide a lucid account of the proceedings, for they are unquestionably of supreme importance to China as well as to Hongkong. Most people regarded the new Viceroy as an effete dilettante, but none can read his pronouncements without feeling that he has not merely a grasp of the affairs of his Viceroyalty, but also a sincere intention to conquer difficulties. Many of those present must have been astonished at the remarkable vigour and terseness with which His Excellency expressed his opinions, which to-day are the consideration of England; but more are under the dominance of his masterful will. In the retiring Viceroy we had a man who was ostensibly a modern statesman, although his policy of inaction led the Chamber of Commerce to adopt resolutions of a decidedly antagonistic character. But in Chow Fu—provided that he fulfils the role assumed at yesterday's meeting—we have one who recognises the fact that China cannot be regenerated from within, but rather from the multifarious influences of foreign ideas. When he said that the completion of the railway between Kowloon and Canton would give an impetus to the trade of Hongkong and "my own Country," the new Viceroy made a declaration which should charm the heart of the Governor. Now we are finished with theories; the day of the passive obstructionist is past. Whether His Excellency the Viceroy will make good his statement that all petitioners may claim his personal attention—according to the speech we recorded in another column—is a different matter. There are many forms and formulae attaching to his office and it may be that he will find himself surrounded by circumstances which preclude his effective rendering of his remarks; but the idea is there, which, after all, is the main thing, the very fact that an official from Peking should comprehend the internal economy of the Southern provinces is proof positive of his ability and far-sighted understanding. We may take it that the railway schemes which absorb the attention of the gentry and merchants of Canton will have the full support of His Excellency, and that the numerous ventures in which Cantonese capital has been invested will be encouraged and developed. Of course, it is usual and proper to aver that the latest Viceroy is beyond doubt the most efficient that has arrived, but we think that there can be no reason to question the fact that in Viceroy Chow Fu South China has received an addition to her forces of advancement which will mark a new epoch in her history. It will be difficult for His Excellency to abide by the high standard which he has adopted, but if even only half of his aims is accomplished a wonderful stride in progress will have been achieved.

THE KOWLOON-CANTON RAILWAY.

(13th November.)

By a somewhat curious coincidence following immediately on the heels of Viceroy Chow Fu's declaration in favour of the Kowloon-Canton Railway scheme, the announcement is made to-day that the agreement with regard to the construction of the line has been signed by the Chinese Government. The negotiations on the subject have occupied a prolonged period and at one time there was reason to fear that, while outwardly supporting the scheme, the Chinese officials were inwardly antagonistic. Especially was that view corroborated by the fact that the proposal to construct a line to Whampoa was suggested and adopted in a breath, while the Kowloon Railway hung fire and seemed to be without favour. There is little doubt that the last Viceroy at Canton had many objections to the scheme, otherwise a start would have been made with the construction of the Chinese section; but now that his authority in the southern provinces has diminished it is to be hoped that no further obstacles will be placed in the way of the track. In fact, we may take it that the troubles of those who originated the scheme are now over and that His Excellency the Governor

will see his idea of connecting Canton with Hongkong by rail an accomplished fact. As the new Viceroy said, the railway will advance the interests of Canton as well as those of Hongkong, and a large tract of country which is at present largely lost to China will be brought into touch with the two great centres of commerce in the south and advance in prosperity accordingly. At present the New Territories are for the most part an Oriental Tom Tiddler's ground, beyond the range of the civilising influences of either Canton or Hongkong; but with the railway in active operation the people will be led to understand and appreciate the virtues of inter-communication and to profit thereby. It is common knowledge that the New Territories are a vast field of mineral wealth. As we reported previously, iron ore has been found in paying quantities and there is reason to believe that there is coal in abundance. So far nothing has been done to open up these mines, although prospecting licences have been granted by the Government; but when the difficulties of carriage are overcome then we may assume that capital will be invested and the mines exploited. It has long been a subject of remark that Hongkong is to a certain extent dependent entirely on the shipping. It is just possible that the construction of the railway to Canton may discover a hinterland which will give an impetus to the trade of the Colony and provide new sources of wealth for the community. At all events the line is bound to prove of advantage to the Colony, and we trust that a definite start will be made at the Chinese end in the very near future. Once it is made evident that the Chinese are prepared to carry out their part of the scheme with vigour, the British section of the road will be pushed forward with the utmost zeal. It is a happy augury for His Excellency Viceroy Chow Fu that he should take office with so many circumstances in his favour and we can only hope that these satisfactory prospects will continue through his reign.

MEDICAL CERTIFICATES.

(14th November.)

An exceedingly unsatisfactory situation is disclosed by the remarks of a Magistrate in the Police Court to-day. It seems that there was a case in which a death certificate had to be produced in Court. The counsel proposed to hand over a certificate signed by a Chinese doctor who had received his diploma abroad. The Magistrate promptly ruled that he could not take cognisance of a certificate issued by the doctor, and ordered the relatives to obtain a certificate from a Government medical official. Had the Chinese doctor been one of the quacks who deal in herbs and roots one could have understood the refusal of the Court to attach any value to the certificate, but in this case the Chinaman had passed the usual examinations in medicine in Europe and was fully qualified to issue a certificate which should have satisfied the Court. It does not appear that he was even afforded an opportunity to justify himself before the Magistrate, or state his qualifications, for the Court brusquely declined to look at the certificate. In this case the Chinese doctor may not deem it necessary to get his title recognised in a British Court, but what would have happened had the individual slighted been a graduate of Harvard or Heidelberg? It is morally certain that either one or the other would have maintained the dignity of his *alma mater* in face of all comers, and challenged the right of the Court to cast aspersions on the validity of his certificate. Of course it is right that the Court should scrutinise with care every certificate of death, in order that no loophole may be left for those who would throw dust in the eyes of the law, but there is no reason to believe that in the case in question there was any attempt to evade responsibility, or that the qualifications of the practitioner were other than unexceptionable. Lately there has been an effort to restrict the promiscuous practice of unqualified men, and vessels in the passenger trade must carry medical men who have graduated from recognised schools. It was customary not long ago for Indians to bring with them bogus diplomas, or diplomas that were not worth the paper on which they were written, to act as ships' doctors. They might have a smattering of medicine and a hazy idea of surgery—following the example of the old-fashioned skipper who gave his crew indiscriminately of the medicine chest, working through the castor oil until it was finished and so on through the remaining contents. But in the Straits Settlements the folly of having a doctor who knows as much or as little as the average old woman was realised and now vessels trading there must present certificates from medical officers who have the requisite degrees. But that does not mean to say that because a man is a Chinese subject or an Indian that he cannot adequately meet the requirements of the law. In these days there are hundreds of Chinese and Indian youths passing through the Universities of Europe and America with honour and distinction, and fitted in every way to take their stand by the side of Europeans and Americans. It is therefore all the more to be regretted that on their return to what may be termed their own country, to practise among their own people, they should be liable to abasement when any case treated by them comes before the Court. The matter is of considerable importance to the community, for if a doctor's certificate will not be accepted by Magistrate then that doctor should not be allowed to practise at all. He is not fitted to be entrusted with the charge of human lives—at least that would seem to be the theory of the Court, which is

in direct opposition to the judgment of the university authorities. Undoubtedly the Chinese doctor whose certificate was flouted has good cause to grumble at the arbitrary action of the Court in casting doubts on his diplomas and qualifications.

THE STANLEY STREET WELL.

After two months, during which the majority had forgotten all about the matter, the Sanitary Board decided yesterday that the condemned well in Stanley Street should be closed to the public. Naturally this is very interesting information, after the report of the Government analyst who declared the water to be "excellent" and the report of the bacteriologist who said the water was not fit for use. It is now contended that the people in the district did not use the water for potable purposes. In that case what was the use of inquiring whether it was potable or not? Notwithstanding the assertion that the water is left severely alone by the cooks it should be remembered that if a Chinese coolie can fill his pails at the well instead of tramping a hundred yards farther along the street, it will require great mental restraint for him to avoid the well. There are many restaurants in Stanley Street at which large numbers of Chinese attend and if they were condemned to consume polluted water by the carelessness, it may be, of the water-carriers there was a possibility that serious results might ensue. Dr. Pearce reported that a man had been seen drinking the water from the well, and Mr. Hooper explained that that was to show how pure it was. But what we should like to learn with Mr. Hooper is whether the man is still alive? If the water was so very pure that man may have gone on surreptitiously consuming water which the bacteriologist found to be swarming with the microbes of half the diseases under the sun. The man may have actually flourished and fattened on what was really neat and drink, and forsaken his native haunts in order to linger in the vicinity of the well. Or again he may have become frightened at having to experiment with the excellent water and disappeared to Canton. Nobody could say whether the man was still alive and thus the Government analyst has fair reason to object because his principal witness for the truth of his assertion that the water compared with Schwepps or Pollaris had been allowed to depart instead of being kept under observation. In fact, there is no reason why the analyst should not defy the bacteriologist and dare him to produce the damning testimonial dead or alive. If the former it could be alleged that he had succumbed to the restricted quantity given him, while if alive that would be proof positive that the well was greatly maligned. As it is, the Board decided to close the well and now the people of Stanley Street will be deprived of one of their principal delights. We thoroughly sympathise with them, for once a community has accustomed itself to the pleasures of strong waters which need no addition to make them full-bodied, not to say succulent, it regards with disdain the thin, empty flavour of pure water, excellent though may be. Still the flat has gone forth and we need not suppose that all the people of Stanley Street can say or do will secure its revision. The victory therefore rests with the bacteriologist but perhaps the analyst will continue to argue his case for the edification of a delighted world.

THE RISING DOLLAR.

(15th November.)

When the Governor of the Straits Settlements, on the advice of his financial advisers and with the concurrence of the leading bankers and merchants in the Straits, decided to adopt a fixed rate of exchange it was considered that a dollar at the rate of 21 1/2 in the sovereign would effectually safeguard the Treasury and induce confidence in trade by the absence of speculators in silver. Since the adoption of the fixed rate, however, a variety of circumstances arose which led to the steady appreciation of silver, and it is by no means clear that we are yet within measurable distance of the ultimate value which silver will reach. Indeed, it seemed plain that unless immediate steps were taken to diminish the intrinsic value of the dollar there was a possibility that the Government would find itself in the absurd and financially ruinous position of selling silver in the form of dollars at less than its actual value. That being so, there was only one course to pursue—to depreciate not the face but the intrinsic value of the coin and to provide, at the same time, for the maintenance of the selling rate. Accordingly, the Government of the Straits Settlements decided to reduce the fineness of the silver in the dollar, without making any alteration in its size or weight, and to provide for its commercial value by adopting not merely a gold standard but also a gold currency, which should invest the dollar with new properties, and inspire the business community with faith in the token coin. As will be seen from Reuter's message which we publish to-day, the question has been brought up in the House of Commons, but whether in the form of a question or as part of a discussion it is impossible to discover. The Under-Secretary of State for the Colonies declared that Lord Elgin had been strongly advised by Sir John Anderson not to abandon the fixed rate of exchange, on the ground that business would be dislocated and trade hampered. It must be apparent to everybody who has given the matter a second thought that to revert to the old fluctuating rates, which were governed by circumstances entirely outside the control of the southern Colony, would simply import chaos into the

financial standing of the Straits. Even those who had previously benefited by successful speculation in the metal would find themselves in a quandary of uncertainty, for with a double standard to consider the operations of importing firms might have been seriously affected. It was therefore well that the Government agreed to abide by their original resolution fixing the value of the silver dollar at a certain ratio to the sovereign. The only question that remained was to decide as to the fineness of the coin and an inquiry was made on the subject at a recent meeting of the Straits Legislative Council. The Colonial Secretary stated that the Secretary of State had informed them that the fineness would be altered from 900 to 800, but no alteration had been made in the size or weight; the Government was in correspondence with the Secretary of State with the view of altering the words "one dollar" to "one dollar 7/10." So that the Government will be prepared to pay seven sovereigns for every sixty dollars, which practically means that the exact ratio of 2s. 4d. in the £ will be maintained. By this means fresh stability will be given to trade interests and confidence retained in the token itself. No matter what variations occur in the silver market the Government and the people are safe from financial doubt or speculative uncertainty, and the coin itself is released from the fluctuations of the silver market. One of the effects of the action of the Straits Government is seen in the exchange rate. Only a few months ago the Singapore dollar was at 15 per cent. premium to-day it is at 1 1/2 per cent. premium and should the advance continue the premium rate probably disappear. The effect of the rise in silver is admirably exemplified in the case of Siam. When Mr. Rivett-Carnac, the Financial Adviser, proposed to establish the currency of the country on a gold standard, he looked forward to the day when the tical should be valued at the rate of 16 to the sovereign, or 1s. 3d. each. For many months the tical hovered in the vicinity of 20 to the £, but as silver appreciated the value of the tical increased until to-day it stands at 18 1/2 or slightly over 1 1/2 to the £. The result of this appreciation has severely affected the sterling paid men, but it has also adversely affected the exporter. Sellers of paddy are holding out for better terms, rice mills are being closed down and the outlook is extremely gloomy. While the labour required for the cultivation and gathering of the crops costs as much as it did when the tical was low, it has been found impossible to reduce the wages of the coolies now that the tical has advanced and there is no prospect of finding a way out of the deadlock. Undoubtedly the position is serious for those who being without a gold currency are dependent on the fluctuations of silver, but the Straits Settlements seems to have solved the problem and ensured the stability of her monetary system.

LO! THE POOR INDIAN.

Within the past few months Hongkong has witnessed the arrival of scores of half-dressed Indians who were on their way to Canada, where it was said an abundance of labour awaited them, and where their services would be justly appreciated. While the Indian coolies were in this Colony, their semi-nude condition and objectionable habits aroused a considerable amount of comment, and it is safe to say that most people were glad to hear that the various batches had sailed for the new world. But just as Hongkong had little use for the dusky tribes of the East, so it appears Vancouver, where the emigrants were dumped, is also decidedly averse to their presence. There is no false sentiment about the Canadians and no desire to split hairs on the subject of the Indians. It is quite true that the Indians are British subjects and all the rest of it, but they are not wanted in Canada at any price, and the Municipal Council of Vancouver, supported by the residents of that city, have expressed their views tersely and firmly. In fact, should any further gangs be brought from Hongkong they will not be allowed to land. That is the effect of the Council's decision, and a mass meeting of ratepayers had, according to the latest Vancouver papers, been called to consider the question of expelling the Indians. It had been understood here that the Indians were under contract to work when they arrived in Canada, but that appears to have been a mistake; at all events, scores have been found begging in the streets of Vancouver. One Indian was picked up in the street in the last stages of exhaustion which was due to starvation. The Mayor of Vancouver is reported as saying that these men were a menace to public health under the conditions existing. They were also a menace to finances as they were destitute and had to be fed. Gangs of them ranging from 15 to 200 were looking for work and the condition was serious. Unless something was done many of them would die of cold and exposure. There were other reasons why these people were undesirable citizens. It was suggested that they should be deported to Ottawa, but as a councillor pointed out, even if they followed such a course the evil would not be remedied. Now comes the Vancouver *World* which expresses in an editorial the view of the citizens. The Chinese, it is argued, were bad enough because of their habit of working for wages on which a white man would starve, and their practice of sending out of the country hundreds of thousands of dollars which never came back. "But," continues our contemporary, "the Chinese do wash themselves occasionally, are known to bathe some, and wear clean clothes. But these Hindoos, with the leprosy and that most awful and deadly of all diseases, the bubonic plague, rioting in

their blood and infecting their garments, with their uncleanly habits and their disinclination to work are paupers as soon as they land on our shores and must not be permitted to continue their invasion, while those already here should be deported." It proceeds to submit that a rule which applies to natives of Hongkong should equally apply to immigrants from the East Indies. There is a scathing criticism of the Indians as a body; they are unfit for house servants, they are useless in the woods, they have been found deficient as miners, and above all they are not as a class likely to forward the advancement of Canada. "We want a class of immigrants who will settle here and become part of the social, business and political life of the country, who will take an interest in the advancement and settling up of the land, who will become permanent settlers, and who will shoulder a share of the responsibilities that attach to the making of a new country." It is a vigorous indictment against the Hindoos, and if it seems to err somewhat on the side of special pleading, it is obviously dictated in all sincerity, loyalty to country, and an understanding of what Canada wants. But, it may be asked, how is Vancouver to prevent the immigration of Indians who comply with all the requirements of the law? The general superintendent of one of the shipping companies taking Indians from the Orient to Canada has declared that: "So long as the passengers on the company's vessels comply with the immigration laws and pass the inspection of the Dominion government officials, the company has no right to detain them." But there are more ways than one of abating a nuisance. An Australian journalist has suggested a novel method of dealing with the immigrants. He would proclaim Hongkong an infected port, with the result that emigrants would not be allowed to leave this Colony and ships would not come here to take them away. It was objected that a port could not be declared infected without a cause. The Australian, who stated that he was a journalist, replied: "It is easy to find a cause. These eastern ports are never free from some cases of infection and you find bubonic plague there all the year round." What wisdom and knowledge! The fact seems to be that there was no serious opposition to the entrance of Indians into the Dominion until it was discovered that a great number of them were starving, that many refused to work, and that the approach of winter would make them a charge on the community. The question is: Have these Indians no claim on Canadian contractors for inducing them to leave their own country by false pretences? Until we learn the result of the mass meeting of Vancouver citizens it is impossible to foresee what steps will be taken to rid the community of its incubus, but from the reply of the Colonial Secretary to the premier of Canada—which we publish in another column—it is clear Hongkong intends to wash its hands of the whole business. It is a most unsavoury subject for either the Hindoos have been wronged and blindly victimised or they have gone of their own accord to their fate. What will happen should the coolies be dumped in Hongkong on being deported from Canada should afford the Government food for reflection.

VICEROY SHUM'S DEPARTURE.

Judging from the report of our correspondent at Canton, the ex-Viceroy of the two Kwang provinces has been behaving of late very much like an over-petted schoolboy. He shuns his quondam friends, simply because they are now under the rule of the new Viceroy. When it was learned that His Excellency Chow Fu was on his way to assume the reins of office at Canton, Viceroy Shum immediately packed his luggage and with all the despatch which a vigorous power of invective and a wide vocabulary could command, he made haste to reach the promised land of Whampoa. At Whampoa his reflections must have resembled in some degree those of Napoleon at St. Helena, for now that his glory has waned he must have pondered on the mutability of human affairs. Would his designs on the trade of Hongkong be supported by the incoming Viceroy? Would Whampoa become one day the premier port of the Orient? It might be so, but the Viceroy who had been the originator of the scheme, *sub rosa* it is true, but none the less the arch-promoter, would be forgotten, and the Viceroy holding office when Whampoa was linked-up with Canton would earn all the praise. And to show how the glory of the mighty has departed we have only to refer to the terms of the report in question. Once it was Viceroy Shum or His Excellency Ts'en Ch'un Hsuan, but now it is simply plain Shum. Not even at Whampoa was the ex-Viceroy allowed to remain in peace, for an erstwhile friend and companion, Admiral Li, hastened to bid him farewell, but Viceroy Shum, now of Yunnan, heard of the project and was back to Canton before the worthy Admiral had rounded the periods of his valedictory address. In Canton it might have been thought the ex-Viceroy was safe, but the fates were against him. Viceroy Chow Fu was informed of his predecessor's return and immediately sent an invitation to attend a farewell banquet which had been arranged in Shum's honour. With a hasty reply that he was too ill to appear in public, His Excellency made a masterly retreat to the Dutch Folly, but again he was pursued by the whole gang of newcomers, who were this time headed by Viceroy Chow Fu himself. Once again the astute Shum foiled their efforts, and they had to return discomfited. Meanwhile the steamer *Anging* by which he had intended to

journey to Shanghai had to proceed to Hongkong for repairs, and the ex-Viceroy was momentarily in a quandary, but only for a moment. In a few hurried sentences, he unfolded his plans to his bewildered retinue, who were half inclined to resent this, the first of his half-hearted attempts to get himself on an unlooked-for bound for an unknown port. Eventually they arrived at Hongkong, but whether they entered the harbour or are spending their leisure hours cruising around the Colony remains to be discovered. The amusing fact remains that after all his declarations to the effect that he would not visit Hongkong at any price, the ex-Viceroy has been obliged by the misfortune which attended his journey to seek shelter in this most hospitable Colony, and not only that but he will journey to Shanghai on board one of the P. and O. liners. While there is no doubt that the administrative views of Chow Fu and Shum are diametrically opposed—the former holding that China will benefit by increased intercourse with western nations while the latter is equally confident that the salvation of China lies in the elimination of the foreigner from Chinese undertakings—it is rather surprising that the ex-Viceroy should make manifest his opposition to his successor. The better policy would have been to conciliate Chow Fu, interest him in his schemes and endeavour to win him over to the party which has for its motto—"China for the Chinese." His Excellency must recognize, if he gave the matter a second thought, that his refusal to accept the honours which his compatriots proposed to tender him, and his somewhat unceremonious departure from the provinces over which he has ruled with somewhat mingled success, to say nothing of the direct slight offered his successor, are not calculated to advance his political ends. It was not the Chamberlain who likened the Tsar to the devil, but the Disraeli who spoke of "peace with honour," who attained the highest pinnacle of diplomatic success. To a great extent the ex-Viceroy of the two Kwang passes out of our consideration when he leaves by the English mail steamer to-morrow, but there are possibilities that he may yet make a stir in the western province of China, should he come into conflict with the French Colonial officials.

CHINESE CALESTRAWS AND NAVAL CAPTIVITY.

Under the title "Chinese Cruises" we published yesterday the pathetic story of three shipwrecked Chinese sailors who had been picked up when on the brink of death by starvation—and when they had given up all hope of rescue—by the steamer *Changchun*. They were in a world of pain, but under the care and attention of the officers of the *Changchun* they quickly revived and related their story. According to the report which appeared in the *Singapore Free Press* of the 2nd inst., the men were part of a crew of eight of a junk that was wrecked on a lonely island of the Paracels Group, about 350 miles from Hongkong. The eight castaways suffered incredible hardships, living on roots and shell-fish, and drinking rain water from the crevices of the rocks. Three of the more daring spirits determined to tempt the sea once more—and, after ten days' hard work, they succeeded in constructing a frail raft of bamboo, on which they committed themselves again to the perils of the deep. For six days they drifted about and were almost dead when the *Changchun* hove in sight and rescued them, in lat 15° 36' N. and longitude 110° 30' E. Their trials were at an end, and they were hospitably treated, and taken charge of at Singapore by the Chinese Consul-General, who is to send them back to their homes. But our contemporary asks pertinently "What of the wretched five on the desert island within a day's sailing of the great British port of Hongkong?" The shipwrecked crew arrived in Singapore on the 2nd but it was not until the 6th inst. that full particulars were obtainable regarding the probable whereabouts of the island on which the castaways are probably still toiling out a precarious existence on the jetties they may find on their isolated rock. In the opinion of the Chief Officer of the *Changchun*, the island on which the junkmen would be found is probably one of the Crescent group of which Triton and Money are the outlying islands, but as the coasts stated that they saw a hill in the distance it is conjectured that the castaways are on Lunan Island. The harbour authorities at Singapore seem to have been remarkably lax in taking any steps to verify the narrative related by the rescued Chinamen, and no effort appears to have been made either to send assistance to the "Cruisers" or to communicate with the Admiralty officials at Hongkong on the subject. Obviously, what should have been done was to authenticate so far as possible the truth of this somewhat sensational tale of the sea and inform the naval authorities here of the main facts. It might not have been possible for the Chief Naval Officer at Singapore to despatch any of the warships at that port to the Paracels, but the same difficulty does not exist in Hongkong. There are half a dozen cruisers and torpedo boats in the harbour at present which could have been sent to search for the missing Chinese, and even if their mission had proved fruitless it would have been none the less meritorious. Moreover, the Paracels are within a day's journey of Hongkong, and the cruise could not have affected the regular routine of a single unit of the China Squadron. It is unfortunate that the British fleet in these waters seems to be dominated by a spirit of red-tapeism which precludes independence and initiative. In the days following the Russo-Japanese war, merchant vessels from the north repeatedly reported that the difficult passage to Newchwang and Chefoo was rendered doubly dangerous by the presence of floating mines. Many vessels were sunk and many more damaged by the mines, yet although British merchantmen abounded in these seas and the trade of Great Britain was being menaced by the competition of Norwegian and Japanese steamers, the British fleet whose duty it is to protect British interests remained inactive. The suggestions made time and again that the

fleet might be more usefully employed in locating and sinking these engines of destruction than participating in pleasures of the port were passed unheeded, the squadron quietly lying at anchor in Hongkong harbour. But a more recent case, which is fresh in the minds of everybody, occurred in which the amazing apathy of the naval authorities to the opinions of the people was displayed. The British ship *Anging*, with H. E. Viceroy Chow Fu and entourage on board, was expected to arrive at Hongkong within a specified period. Day after day passed and there was no sign of the *Anging*. Hardly a soul in the Colony dared hope that the vessel remained above water, but the British squadron made no sign. We submit that when fears began to be entertained as to the safety of the *Anging*—which meant the safety of the new Viceroy and his staff—it was the plain duty of the authorities to despatch a torpedo boat, if a cruiser could not be spared, to search for the delayed steamer. That is the very first thought that would have occurred to the Admiralty Lords in London, unless that august body has greatly changed—at least it would have been construed as an act of courtesy to China which might have had a very important influence on future events in South China. The squadron has been jaunting in the north all summer, the officers and men enjoying themselves in Japan, Manila and Saigon—why then could they not for once give up the allurements of society at the call of humanity? Now we learn that five Chinese sailors are stranded on a desert isle in the vicinity of Hongkong. It may be that until now the naval authorities here were unaware of the predicament of these men; in that case they may be acquitted of all blame, although it does not say much for the energy of the Chief Naval Officer at Singapore. But now that the facts have been spread broadcast it behoves the commanding officer of the Fleet to maintain the traditions of the Navy by acting on the information received and sending assistance to the marooned Chinese. As the *Free Press* says: "In the eyes of humanity, five Chinese fishermen are as valuable as five Europeans, and what would be done for one should be done for the other. But apart from that, the case has an unpleasant flavour because it may be typical of another case that may arise any day, in which the 'commercially' more valued European life would be at stake. If the *Changchun* castaways escaped the notice of the authorities for three days, so might the case of any other set of castaways, and that is not creditable to the port or to the British name."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY CHOW FU'S ARRIVAL.

Shanghai, 13th November, 1.35 p.m.
His Excellency Viceroy Chow Fu and suite arrived here this morning. The Viceroy is staying at Dutch Folly.

THE KIANGPENG FAMINE.

URGENT APPEAL FOR HELP.
[From Our Own Correspondent.]

Shanghai, 12th November, 2.10 p.m.
An urgent appeal is made for relief on behalf of the sufferers from the famine in Kiangpeng.

[On page 3 of this issue we publish the full report of the Rev. Father Gai, S.J., of the distress prevailing in Kiangpeng. It was through his report that the condition of the famine-stricken district in the North was first brought to public notice in Shanghai.—Ed. H.K.T.]

KOWLOON-CANTON RAILWAY.

BRITISH-CHINESE AGREEMENT SIGNED.
[From Our Own Correspondent.]

Shanghai, 13th November, 11.55 a.m.
The Agreement relating to the Kowloon-Canton Railway, which has formed the subject of prolonged negotiations between the Chinese Government and the British and Chinese Corporation, has at length been signed.

THE CHINESE IMPERIAL POSTS.

EXCLUSIVE CHINESE ADMINISTRATION.
[From Our Own Correspondent.]

Shanghai, 13th November, 11.55 a.m.
At the instigation of H.E. Tang Shao-yi the Chinese Imperial Posts, which had hitherto been under the Chinese Imperial Maritime Customs Administration, will be shortly detached.

The Postal Department will be made a separate establishment and administered exclusively by Chinese officials.

RIOTING IN CHINA.

SEKIOUS OUTBREAK REPORTED.

TROOPS SENT TO QUASH THE DISTURBANCES.
[From Our Own Correspondent.]

Shanghai, 14th November, 12.20 p.m.
Information which has been received from native sources states that serious rioting occurred at Heimen on Friday.

Boats are also reported to have broken out at Tsungyanghsien in the province of Hupeh.

Viceroy Chang Chih-tung has sent troops to the scene to quell the disturbances.

THE SHANGHAI TRAGEDY.

GERMAN SAILORS TRIED AND ACQUITTED.
[From Our Own Correspondent.]

Shanghai, 14th November, 12.20 p.m.
The German sailors who were involved in the affray with Japanese wherry two of the latter were fatally stabbed were court-martialled yesterday.

After hearing evidence the Court acquitted the sailors.

THE PEKING MURDER.

REWARD OFFERED BY THE POLICE.
[From Our Own Correspondent.]

Shanghai, 14th November, 12.20 p.m.
The police authorities at Peking have offered a reward of \$200 for the arrest of the murderer of the Englishman, Pless.

JAPANESE CONSULATES.

PROPOSED NEW STATIONS.
[From Our Own Correspondent.]

Shanghai, 14th November, 12.20 p.m.
The Government of Japan have decided to establish consulates at Simsbunguan and Chang hui in the immediate future.

SHANGHAI SIKHS.

POLICE AGITATORS ARRAIGNED.
ACCUSED MUST FIND HEAVY SECURITY OR BE DEPORTED.
[From Our Own Correspondent.]

Shanghai, 15th November, 2.30 p.m.
As a result of the inquiries instituted by Major Hall of the Baluchi Regiment, Tientsin, and a jemadar into the causes which led to the recent strike of Sikh policemen in the service of the Shanghai Municipal Council, ten Sikhs were arraigned before the Supreme Court to-day.

The evidence adduced clearly showed that the accused were the actual instigators of the strike and intimidated the other Sikhs into joining them in their demands for increased pay.

It was also shown that only the timely arrival of Major Hall in the Settlement prevented another strike taking place.

The Crown Advocate asked the Court to require the accused to provide substantial security for their future good conduct, or, in default, to order their deportation to India.

Seven of the prisoners were ordered to find security in the sum of \$1,000 each, while the other three were required to find sureties to the amount of \$500 each.

Should the accused Sikhs fail to obtain the security required they will again have to appear in Court, when they will be dealt with in a manner befitting their offence.

THE JAPANESE NAVY.

BATTLESHIP "SATSUMA" LAUNCHED.
CEREMONY WITNESSED BY THE EMPEROR AND CROWN PRINCE.
[From Our Own Correspondent.]

Shanghai, 16th November, 2.40 p.m.
The Japanese battleship *Satsuma*, of 10,200 tons, was successfully launched at Yokosuka yesterday.

The Emperor and Crown Prince of Japan were present, and the

launching ceremony was witnessed by a huge concourse of people.

The greatest jubilation marked the occasion.

A congratulatory telegram was received from Lord Tweedmouth.

Only thirteen months have elapsed since the keel of the *Satsuma* was laid, which speaks volumes for the energy and celerity of the Japanese shipbuilders.

PRINCE TSAI AT MUKDEN.

CHANGCHUN OPENED TO FOREIGN TRADE.
[From Our Own Correspondent.]

Shanghai, 16th November, 2.40 p.m.
Prince Tsai arrived at Mukden on Wednesday.

Changchun has been opened to foreign trade.

A SOLICITOR'S TOUT.

AND HIS TYPEWRITER.
There were no cases of any importance before the Honourable Mr. C. W. Vis, Finsbury Judge, when he presided in Summary Jurisdiction at the Supreme Court this morning, but one case also occupied more of the attention of the Court than all the rest of the two dozen odd on the list put together. It was not the importance of the cause of action—it was but a trifling claim of \$15.20 for work done and materials supplied by one Chien Chien to another. There were no solicitors engaged on either side, and when his Honour called for the writ then the trouble began. The details of the claim were supposed to be typewritten, but it required more than an ordinary expert to decipher the extraordinary production put before the Court. Among the items were such remarkable productions as "Sis" for "Sis"; "pip" for "pipes"; "dofondot" for "defendants"; "balanco" for "balance"; "Materiosupho" stood for "material supplied"; "diomota" was not a new motor engine but "diamoter"; "Fishtinot" meant "Fish and tin", and so on through just such another list of gibberish. His Honour said he was very much to know who was the author of this remarkable document, and the plaintiff pointed to a man in the body of the Court, saying that he was his amanuensis on this occasion. His Honour called him up, and it was then found he was what is commonly known as a "solicitor's tout", or street-corner lawyer. Addressing this individual his Honour said that he wanted no more of that kind of work put before him; if he could read a considerable amount of the time of the Court to be wasted in an attempt to decipher the curious hieroglyphics, and added that if the man desired to continue his "profession" he had better lose no time in investing in a new type-writer. After some difficulty the plaintiff succeeded in proving his claim, and obtained judgment with costs against the defendant.

A WONDROUS NARRATIVE.

STUDENT'S EXPERIENCE AT MACAO.
His coat ripped up the back, his hat missing, black and blue marks round his neck, looking a picture of misery, a Chinese youth, about eighteen years of age, dressed in foreign fashion, dashed breathlessly into the charge of the Central Police Station yesterday afternoon, shortly after three o'clock, and related a hair-raising yarn to Inspector Smith. He was a student, residing with his uncle and aunt at No. 13, Western Street. That morning his uncle gave him fifty dollars to pay a bill. Before going, however, he borrowed his uncle's gold watch and chain. Instead of going on the errand he took a trip to the Botanical Gardens. He went there to see "things". He was occupying the seat nearest to College Gardens reading a pamphlet relating to "The Curse of Gamboa" when three men sprang out from the bushes near by and attacked him. One of the highwaymen seized him by the head and neck and pulled him in his seat while the other two stole his uncle's property. The robbers then disappeared the same way they came. He begged the police to help him to recover the property for, as he said, he had better report himself sick now before interviewing his uncle. Inspector Smith took down all the particulars and dispatched Detective Sergeant Morrison with the student to the scene of the alleged robbery to investigate. The boy pointed out the place where he said he was "held up," but from the look of the place the detective could not discover any signs of a struggle having taken place there. His suspicions were then aroused. Searching the bushes in the vicinity the officer made a discovery which formed a clue in the alleged robbery. The boy's straw hat, crumpled up, was lying hidden among the bushes, and some distance away from that the detective picked up a few scraps of paper, which he pocketed. Then the detective examined the scraps of paper he had found and made them out to be part of a pawn ticket for a watch. Although the ticket was made out in the lad's name, which showed that he had pawned a watch some days previously, it had no direct reference to the present case. The police laboured for fully six days, and were beginning to disbelieve the boy's yarn, when after much questioning he broke down and confessed that all he had said was a tissue of falsehoods. "I was afraid to go home when I lost my uncle's property and money, so I concocted the story," he said, sobbing loudly. "To tell you the truth," he went on, "I gambled the property away. When I got the money, and watch and chain from my uncle I took a trip to Macao and visited a friend there. I laid the fifty dollars on four, hoping four would turn up. It did not. Two did. I then laid the watch on one. Four came up. I was desperate. All I had then was the chain, which I pawned between one and four. Three was the winning number and I was done." He continued that the *fanton* men gave him the cost of his passage to Hongkong, and returning here he went to the gardens to visit the friend to whom he gave the police. The youth's uncle had arrived by this time, and after the boy had been severely lectured by the police, he was allowed to return with his guardian, promising the while that it would not occur again.

At about nine o'clock on Wednesday morning a little boy named Tang S. L., three years of age, was drowned in Yaumati River. He was playing on the deck of his mother's sampan, when he tripped and fell into the bay, disappearing immediately. The body was later recovered by the mother, who removed it to Yaumati Police Station, and from there it was taken to the morgue.

SHUM IN HONGKONG.

UNOSTENTATIOUS ARRIVAL.

LEAVES TO-MORROW BY THE P. & O. "DEVANHA".

His Excellency Shum seems to be following the divine precedent in the mysteriousness of his movements.

Elsewhere will be found the account of our Canton correspondent showing the delightfully naïve game of hide-and-seek that his Excellency has been playing in those parts with his subordinates and fellow-officials of Kwangtung province.

After slighting his old hench-man and staunch supporter Admiral Li, Viceroy Shum seems to have gone to ground temporarily at the Dutch Folly at Canton having given the devoted Admiral the slip at Whampoa—and awaited his chance of crawling out thence without notice or molestation with Hongkong as his objective.

This morning at an early hour rumours reached us that at last Hongkong had the actual felicity of being the distinguished gentleman's host and from what we have gleaned later we learn that this happiness may be extended till to-morrow evening; though to the over-curious we may give one small piece of advice—Don't seek to see him, for you'll never find him. Viceroy Shum, with his secretary, staff, and slaves, has gone to ground again somewhere within the precincts of the Colony.

Our representative searched every river-steamers in vain for a record of his arrival, without success; but finally he managed to learn that his Excellency had come in during the small hours of the morning in the P. & O. revenue-cruiser *Sam Hing* and landed in a most unostentatious manner somewhere or elsewhere, with his staff of forty-three persons, all told.

His Excellency is accompanied on this occasion by a secretary who speaks only Chinese. Viceroy Shum has looked passage for himself, secretary and retinue by the P. & O. s.s. *Devanha*—Capt. Hider, N. R.—leaving this Colony for Shanghai to-morrow evening. His Excellency has engaged two saloons for himself where he will take his meals, one room for his secretary, and twelve berths in the first class.

In addition to these there will be eight of his junior officials in the second class, and fifteen servants will travel as deck passengers.

It is devoutly to be hoped that upon his arrival in the Northern port his Excellency will brace up a bit and make his advent a little more worthy of a Viceroy.

Before his appointment to Kwangtung he had always been conspicuously tactful and popular, and his bravery during the rebellion in Kwang-shi in 1902-4, when he personally led his troops against the insurgents, was never questioned.

Captain Hider has made all necessary arrangements for the reception of Viceroy Shum on board the *Devanha*, and we understand that his Excellency will delay his embarkation till the last moment, in order that his departure may be more quietly and unostentatiously effected.

EVADING AN INTERVIEW WITH A MIRROR.

[From Our Own Correspondent.]

Canton, 15th inst.
As the C. M. S. Coy's s.s. *Anging* has returned to Hongkong for repairs, Viceroy Shum has decided to leave Canton this morning for Hongkong and thence proceed to Shanghai, on board an English steamer.

Admiral Li Chuen paid several visits to Viceroy Shum, but his Excellency refused to grant him an interview. When Viceroy Shum proceeded to Whampoa, the Admiral journeyed thence to see him, but on hearing of the arrival of the Admiral, the Viceroy at once returned to Canton to the Dutch Folly. It is quite unaccountable for the Viceroy to show such unkindness to the Admiral, who has been his staunch supporter throughout his term of office.

NOTHER EVASION BY VICEROY SHUM.
H.E. Viceroy Chow, and his officials invited H.E. Viceroy Shum to a farewell dinner, but on the plea of ill-health, Shum refused their invitation. Yesterday afternoon at 5 o'clock, Viceroy Chow, the Provincial Treasurer, Kwongchow-Pretect and other officials assembled at the wharf and went on board the Chinese gunboat *Kwong On*, and proceeded then to the Dutch Folly, to bid farewell to His Excellency Shum, but he did not receive them, so they returned to their yamens immediately.

H.E. SHUM'S FAREWELL.

AN EMOTIONAL SPEECH.
[From a Correspondent.]

Canton, 15th November.
Before H.E. Shum, ex-Viceroy of the two Kwang, left Canton, most of the military, naval, and civil officials called at his yamen to bid H.E. farewell and wish him *bon voyage*.

After receiving the greetings of the officials H.E. Shum stood up and thanked them for their kind expressions of good will towards him, and said that China, at the present time, was a very difficult and even troublesome country to administer. There were so many and varied difficulties always besetting the path of an official who endeavoured to conscientiously and impartially perform those duties imposed upon him by law, for what satisfied and pleased one section of the people might upset and enrage another section, and it was almost impossible to steer a middle course. There were some conditions of their duties which it was impossible for them to carry out, while, again, there were others which it was repugnant to them and against their own feelings to have performed, though the law required that such things should be done. H.E. Shum spoke so strongly that all his hearers were struck with the force of his language, many of them even being moved to tears. It was a most stirring speech, and he ruled to call before him and make a farewell speech to them, but it is said that no such vigorous address had ever been made on a similar occasion by any Viceroy before, and it was listened to with marked attention by all present.

Later.
Ever since H.E. Shum handed over the seals of office to the Provincial Treasurer to keep until the arrival of H.E. Chow Fu, he has been in a constant state of anxiety to get to Shanghai for his holiday. It was his intention to go in the s.s. *Anging*, but on account of the delay caused by the necessary repairs to her machinery at Canton, H.E. requisitioned the gunboat *Sam Hing*, and sails in her to-day for Hongkong, where he will disembark with his retinue to the P. & O. s.s. *Devanha* for Shanghai, sailing on the 17th inst.

WANTS LOAN OF \$3,000,000.

[From a Correspondent.]

Canton, 12th November.
As the time approaches for the Viceroy Shum's departure to his new seat of government, H.E. finds the finance of Kwangtung at a pretty low ebb, as he has drawn over

\$3,000,000 from the exchequer for public works in the Province, and now finds there are practically no more funds. Knowing this, and with a view to improving matters, and squaring up all accounts before turning over the reins of government to H.E. Chow Fu, H.E. Shum the other day invited Messrs. Tsin Suk Chong, and Chiu Su Kwong, representatives of the P. & O. Bank, and Tio Shun Cheung Banks, respectively, to dine with H.E. Shum at his yamen, in order to discuss the matter with those gentlemen, and discover what prospects there were of raising the required loan. H.E. Shum also invited Wei Yuan Yin Shiu Shu, an official of his yamen, to be present at this dinner party, at the close of which Wei Yuan Yin said, addressing the bankers above-named, that he was sorry to inform them that owing to H.E. Viceroy Shum's having to expend over \$3,000,000 on public works in the Province of Kwangtung he found that province somewhat embarrassed financially, and H.E. Shum therefore desired them to come to his assistance, as H.E. Shum's was a poor man, and personally unable to do anything to relieve the situation. Under these circumstances H.E. Shum requested that Messrs. Tsin Suk Chong and Chiu Su Kwong would arrange to fix him up a loan of \$3,000,000 to reimburse the Treasury for the amount which had had to be drawn for the public works of the province. Both those gentlemen, on behalf of their Banks, said they would be only too pleased to accede to H.E. Shum's wishes, and raised the loan asked for. But as the amount was somewhat large they must ask for time to set up the loan, but they would use every endeavour to be as expeditious as possible.

DEPARTURE OF H.E. SHUM.

SHORT STAY AT WHAMPOA.

Canton, 13th November.
H.E. Shum, ex-Viceroy of the two Kwang, and Viceroy-designate of Yunnan, left Canton for Whampoa, his luggage, etc., having been previously sent to Yunnan by the gunboat *Kwong-yu*. Before leaving he had the yamen put in order in readiness for the reception of H.E. Viceroy Chow Fu. H.E. Shum then arranged to wait at Whampoa for the arrival of the *Anging*, in which vessel he intends to proceed to Shanghai, where he will spend the month's holiday granted him by the Throne. Before he proceeded to Whampoa he requested the manager of the China Merchants S. S. Co. here to use all despatch in dispatching H.E. Viceroy Chow Fu's luggage, of which there is an immense quantity, and then send the *Anging* at once to Whampoa to embark H.E. Shum. It is understood that the latter intends to proceed direct to Shanghai without visiting Hongkong, or any other port en route. On account of the bulk of the personal effects of H.E. Shum and his retinue having already been despatched to Shanghai, the *Anging* will take in ballast before going to Whampoa, which will cause another delay in her departure.

STILL AT WHAMPOA.

Canton, 14th November.
H.E. Shum, ex-Viceroy of the two Kwang, is still at Whampoa, delayed there owing to cent portions of the machinery of the s.s. *Anging* having broken down, and having to be put under repairs. The breakdown is very slight, however, and the *Anging* is expected to be de-patched to Whampoa at an early date to embark H.E. Shum for Shanghai.

INDIANS IN CANADA.

THE SECRETARY OF STATE'S WARNING.

We have been requested to publish the following dispatch, dated 15th November, 1906, from the Secretary of State for the Colonies to His Excellency the Governor of Hongkong:—

"The Governor-General of Canada requests me to send you the following message:—

"Some 2,000 people from northern India have arrived at Vancouver during the past season who doubtless came under misrepresentation, as they are not suitable for the climate and there is not sufficient field for their employment. Many of them are in danger of becoming a public charge and thus subject to deportation under the law of Canada. Please give public notification and information to this effect to deter further movement. The India Office has been informed."

In yesterday's issue, we referred to the misery of those East Indians who were induced to journey from their native land to Canada. Therein the views of prominent city officials in Vancouver were quoted, from which it was shown that scores of Indians were on the verge of starvation and that the municipality had decided that the return of the Indian immigrants should be admitted to the Dominion. It now appears that in most if not all cases the Indians were deluded by visions of the great wealth awaiting them to journey at their own expense to Canada. That they were of the poorest class seemed evident from their appearance while sojourning in Hongkong awaiting transportation to Vancouver. The question arises, as we remarked yesterday, how will the Government deal with the unsophisticated emigrants when they are returned to the Orient and damped in Hongkong? That they cannot be allowed to remain here is a moral certainty. At the same time, it would be most unfair that the residents of this Colony should be mulcted in the sum required to deport them to India, and in these circumstances, it would seem right that the authorities here should communicate with the Government of India with a view of securing the return of the emigrants, who should not be incurred when the emigrants arrive at this port for transportation to India.—Ed. H.K.T.]

CIVIL SERVICE CRICKET CLUB.

The following team has been selected to represent the above club in a match at Craigengower C. C. to-morrow. Play to commence on the latter club's ground at 2.15 p.m.:—Hon. Dr. J. M. Atkinson, Mr. E. T. Jackson (Capt.), Mr. E. B. Reed, Mr. A. J. Ten, Mr. L. E. Briel, Mr. T. Lambie, Mr. A. J. Jordan, Mr. J. J. Adams, Mr. F. Brien, Mr. W. H. Kelly, and Mr. F. W. Dawson (Reserve), Mr. A. Tucker.

CRAIENGOWER V. CIVIL SERVICE C.C.
This League will take place to-morrow at 2.15 p.m. on the Craigengower ground. The Craigengower team will be as follows:—Messrs. L. E. Lamont (Capt.), R. Bala, M. E. Anger, A. C. Preen, E. A. Rose, R. Pestoni, J. Kinnaird, E. S. Ford, S. E. Green, R. J. Cooper and G. Evans.

Reserve:—E. Irving.
The following is the League table up to date:—

Club. Matches. Played. Won. Lost. Drawn. Points.

Craigengower 2 2 0 0 4

Civil Service 3 3 1 1 6

Hongkong Police 1 1 1 0 3

H.K.C.C. "A" 1 1 0 0 2

R. E. 3 3 0 0 6

Army Staff 3 3 0 0 6

3 points a win, 1 point a draw.

VICEROY CHOW FU.

ARRIVAL IN HONGKONG.

PROSPECTS OF THE KOWLOON-CANTON RAILWAY.

H.E. ON THE RELATION BETWEEN MERCHANTS AND OFFICIALS.

12th inst.

All apprehensions as to the safety of the s.s. *Anping* with his Excellency Chow Fu, Viceroy-designate of the Two Kwang provinces, and his retinue on board, were set at rest when, at an early hour, in the forenoon yesterday (Sunday) the China Merchants' steamer was signalled at the Peak flagstaff. The *Anping*, which had been chartered to convey his Excellency and his retinue to Shanghai on Sunday week at midnight, and under ordinary conditions of weather should have arrived in Hongkong on route for her destination on Thursday. The day was on, however, and as there was no sign of the steamer *Anping* the conclusion was arrived at that the thick weather outside had detained the vessel with her distinguished passenger. This conjecture proved correct. The voyage was wholly uneventful; the delay was caused by the heavy monsoon against which the *Anping* could make comparatively little headway, and owing to the heavy rain squalls Captain Warwick anchored for two days under the White Dogs. On leaving Shanghai, the Tientsin of the Northern port and other local substantive mandarins went down with the Viceroy's party as far as Wousung.

As stated, the *Anping* arrived in the forenoon yesterday. She steamed down to the western end of the harbour and took up her position about 10 o'clock at the foot of the China Merchants' Steam Navigation Co. As soon as the vessel had made up her mind, the Viceroy's party, accompanied by the Governor, boarded the vessel and extended to the Viceroy an invitation on behalf of the Government, for his Excellency to land. The invitation, needless to say, was graciously accepted and arrangements were accordingly made for the official landing in the afternoon.

THE CHINESE DEPUTATION.

A section of the Chinese merchants and traders, fairly representative of the Chinese mercantile population of the Colony, had arranged to give an informal reception to H. E. Chow Fu on his arrival in Hongkong. As soon as the *Anping* made fast to her buoy, a deputation of the Chinese gentlemen, responsible for the organising of an informal reception to his Excellency in the afternoon, set out on board the launch *Kwong Sing* for the s.s. *Anping*. The deputation was led by Mr. Lau Chiu-pak (comprador, Messrs. A. S. Watson & Co., Ltd.), and consisted of Messrs. U. Hoi Chow (of the Tan Tai foreign goods store), Tam Tsz Kong (general manager, Hip On Insurance Co., and the Exchange and Loan Co., Ltd.), Pong Yau Chuen (of the See Wo store), Tong Lai Chuen (comprador, Holland Trading Co.), Yeung Hin Fung (comprador, Chartered Bank of India, Australia and China), Choy Kwan Ng (comprador, Tan Tai), and Mr. Hui (member of the Meng Tsun Nam Pak Hong firm of commission agents), Yang Wei Pin, Hui (in Lim comprador), Messrs. Daddell & Co., Ltd., and Lo Koon Ting (local manager, China Merchants' Steam Navigation Co., Ltd.).

The deputation was received by the Viceroy's private secretary who thanked them for their invitation to his Excellency, who, the secretary explained, could not then meet the gentlemen in person after the fatigue of the journey. The Viceroy's private secretary was added, had a perfectly uneventful journey from Shanghai; the vessel being delayed by the heavy monsoon which was not unusual to encounter in the China Sea at this time of year. The programme of the day's proceedings in Hongkong was then communicated to the deputation, at whose entertainment at the Viceroy's Hotel in the afternoon it was his Excellency's pleasure to attend. It was contemplated at first that the Viceroy should meet the Chinese merchants of Hongkong and representatives of the Canton mercantile community, who had journeyed down at the office of the China Merchants' Steam Navigation Co. in the afternoon. But this part of the programme had to be abandoned on account of the shortness of his stay in port and for other sufficient reasons.

ANTICIPATING THE LANDING.

Shortly before noon a crowd of Chinese, among whom was a sprinkling of Europeans, gathered on and near Blake Pier to await the landing of the Viceroy, as it was believed that the Viceroy's party would come ashore at noon. A special sedan chair had been held in preparation for the Viceroy and this and other attendant equipage were conveyed to Blake Pier. Tsoi Wun Tso, chief local manager of the Chinese Telegraph Administration, was in charge of the Chinese official arrangements connected with the landing. Several hundred Chinese and a number of Chinese officials from Canton had come over to meet and welcome the Viceroy-designate on his arrival here.

The *Kwong Sing* with the Chinese deputation on board returned at 1.15 p.m. to Douglas Wharf when it was learnt that the Viceroy would not land until later in the afternoon. The crowd then soon dispersed.

OFFICIAL ARRIVALS.

At 3 p.m. Viceroy Chow Fu paid an official visit to Vice-Admiral Sir Arthur W. Moore on board his flagship, H.M.S. *King Alfred*. As he left at 3.45 p.m. the shore battery at Kowloon fired a salute of 19 guns. A like honour was paid the Chinese official by the *King Alfred* as the Viceroy, which had been placed at the disposal of the Viceroy by the Government, steamed from the flagship to the shore. A very large number of Europeans and thousands of Chinese gathered in the neighbourhood of Blake Pier to witness the landing. The Government launch drew alongside at about 4 p.m. Members of the Viceroy's retinue were the first to step ashore and when his Excellency walked up the landing steps after them he was met by Capt. Colman, representing the Governor, Sir Matthew Nathan, K.C.M.G. The procession to Government House was led by the Viceroy who occupied the Chinese chair provided for him, preceded by the usual canopy and two huge fan-like devices—the symbols of Chinese authority. Following the Viceroy was his foreign secretary, Prefect Lo Tsang-ming, in a Government House chair, a member of his staff also borne by the familiar red-and-white liveried bearers, and Naval Cadet L. Shiu of the Nanking College and now attached to the flagship *King Alfred*. Cadet Shiu rode in the Governor's chair. Other members of the Viceroy's staff with the old-time sedan chair, while three others rode on very diminutive China ponies—a custom reminiscent of the days of old China and which appeared rather ludicrous in the light of the advanced policy and modern thought expounded by Viceroy Chow Fu later in the day. Capt. Colman brought up the rear of the procession. As the Viceroy passed in front of the Guard of Honour drawn from the 3rd Middlesex Regiment the usual compliment was paid an official of his rank, while the Band of the 1st Middlesex played an appropriate air. A special escort of stalwart Sikhs under Sergeant Mac-

donald was provided for the Viceroy. The escort marched close up to the Viceroy's chair all the way to and from Government House. The streets and every point of vantage along the route were crowded with immense throngs which excited considerable interest in the veteran Chinese statesman who leaned forward in his chair to observe the orderly crowds as he was borne along to the gubernatorial residence.

AT GOVERNMENT HOUSE.

The Viceroy was met by the Colonial Secretary, the Honourable Mr. T. Seacombe Smith, in the absence of the Governor who had not yet sufficiently recovered from his polo accident to receive the Viceroy in person. From what could be gathered the conversation between the Chinese and British officials was of a purely informal character as befits the occasion, although in the course of the brief visit Chow Fu made brief inquiries as to the position of the question of Chinese immigration to South Africa. He also asked whether negotiations had been completed in reference to the Kowloon-Canton Railway, and was informed that, although they have not been brought to a final conclusion, an early settlement was expected by the British Minister at Peking.

THE CHINESE TEA-PARTY.

Leaving Government House the Viceroy's party proceeded to the Hotel by way of Battery Path. There were the same police escort and entourage, and Capt. Colman accompanied the party as far as the hotel. The A.D.C. did not take part in the functions at the hotel, which were purely of an informal character.

THE DECEPTIONS.

Adorned and bedecked with a profusion of bunting, and a host of medieval warriors, who towered down with unwinning stare on the hapless westerner, Thomas's Hotel, the staid and modest, blossomed, for once, into the rank of Hongkong's hostesses. As everybody knows, Thomas's Hotel has for many years been a favourite haunt of the better class of Chinese visitors. Tsoi Wun might have been seen almost every other day entering the hotel, and prominent Cantonese officials from the Viceroy's retinue were as plentiful as leaves in June. For once the hotel came into the garish light of day with its Chinese dragons and curious Chinese figures, the creation of the gardeners' art. The main entrance was guarded by two immense figures, evolved from the leaves of the boxwood plant. Some said they were bygone admirals who had soundly defeated the navies of the earth. If they looked in real life anything like their statues yesterday, then certainly they would have scared the wit out of any villager in Old England. It was their armorial was made up of brown paper and gilt pasteboard mattered nothing at all, for even the Chinese children, who are brought up in the odour of yongousness, were visibly impressed. One of the "metallic" gentlemen had evidently been with a known in vulgar parlance as "having a night out" for both his eyes were blackened; he had a gash on his chin, and he suggested the need of an ambulance more than anything else, but he stood gallantly at his post, with a great pipe in one hand while the other was held out as a small "cushion" would be unwelcome. The other was a real bandit, with a tremendous beard and a pair of glassy eyes. Around were the scapular and cherubim, in characteristic Chinese attitudes all composed of ingeniously trained shrubs. The flowering plants were exceedingly beautiful. Up the staircase there were canopies and screens of the flags of all nations, the sides being lined with pot plants. The dining room was a mass of flowers, and evergreens, two well-known warriors, of whom we have all heard—Wat Choo Kang and Choo King—standing up and down the staircase. The tables were adorned with vases of sweet-smelling flowers, and the centre table, where the Viceroy sat on a sort of State chair, were several Hongkong notabilities. The work of decoration, which was arranged in a very ornate and elaborate style, with that tincture of Orientalism suitable to the occasion, was the design of Mr. Lau Pak Shan and was carried out under his personal supervision. The table in the large dining room was arranged in the shape of the letter E without the middle bar. The seats were occupied in the following manner. Viceroy Chow Fu in the centre. On his right Mr. Fung Wa-chun (vice-chairman of the entertainment committee), Prefect Lo Tsang-ming (the foreign secretary), and Mr. Tsung Pui-chi. To the Viceroy's left sat the president of the "Tea Committee" (Mr. Lau Chiu-pak), with Admiral Li Tsun, of the Kwangtung squadron, and Mr. Tong Lai-chun at the end of the table. On the opposite row sat Messrs. Yeung Sai-ngan, Wan Tsoi-choy, Tam Tsz Kong, Lo Koon Ting, and Taotai Tong (a member of the Viceroy's staff). Mr. Yeung Hin Fung also occupied a prominent position, being seated next to Colonel Wong Pin Chong (from Canton) and Colonel Yao Po-yau (of the Viceroy's retinue).

The party arrived at the hotel at 4.45 p.m. On account of his great age the Viceroy made no attempt to mount the long flight of steps in the third story of the building. His Excellency was assisted on each side by an attendant who conducted him to the reception room.

THE RECEPTION.

Mr. Lau Chiu-pak, supported by Mr. Fung Wa Chuen, and a sub-committee of four Chinese gentlemen, had the honour of formally introducing the 105 members of the Tea-party Organising Committee to the Viceroy, who held in his hand a long list of their names of all the gentlemen present. The Viceroy, standing, received each one of the merchants and traders who were successively presented to him. The ceremony consisted of a loyal obeisance, the announcement of the presentee's name *in vice* and his respective profession and birth place. The old gentleman greeted each and every one in turn and gave expressions of special pleasure when the fluent interpreter—Admiral Li Tsun—announced to his Excellency that this or that gentleman was born in Hongkong or *Sung Tsung*, i.e., Canton, as the case may be.

VICEROY SHUM'S GREETING.

During the reception a telegraphic despatch was delivered in Viceroy Chow Fu from the retiring Viceroy Shum. After the usual greetings Viceroy Shum begged "to inform his successor that he (Shum) would move out of the viceregal yamen at the capital to the *Huichi*, leaving the yamen in readiness for H. E. Chow Fu."

THE TEA-PARTY.

The Viceroy then retired for the briefest of intervals, and when he re-appeared he had discarded his official hat with peacock feathers for the ordinary cap of a Chinese gentleman; he also relieved himself of his robes of office. He was assigned down to the dining-room in the same way as when he made the ascent. The entire gathering then took their appointed seats and tea and cakes were then served. At this stage Naval Cadet Shiu communicated an invitation from Admiral Moore to the Viceroy to visit the Peak in the afternoon. His Excellency in person expressed his regret to the British Admiral's delegate at his inability to accept the honour of the courteous invitation, assigning as his reason the interests of the hour. Chow Fu's end was then handed to Cadet Shiu. On the conventional nattered

paper were inscribed the two characters—**周福** (Chow Fu) vertically and below the characters the English equivalent "Viceroy Chow Fu" in the handwriting of his foreign secretary.

After the hosts and guests had taken their appointed seats, the photographer (Mr. Cheung) unobtrusively held his camera on the far end of the table as well as the flashlight stand. There was the thoughtless omission of a previous warning to the assembly and when the flashlight blazed with a mild explosion and the room filled with white fumes, the thought flashed across a few uninitiated minds of an outrageous plot. The apprehension was only momentary, and it was observed that the Viceroy was not in the least perturbed, though he inquired what the flash meant. The answer came from a set of voices—*Yang Tsung*, photographing. This is, however, by the way.

THE VICEROY'S ADDRESS.

When the last tip of tea had been taken in purely Occidental fashion, the Viceroy asked to be permitted to address the assembly. Rising from his seat, the aged politician delivered in clear, unflattering accents a speech of ten minutes' duration. He spoke in Pekingese and the address was subsequently rendered in the Southern dialect by Admiral Li. In substance, the Viceroy's address, which dealt principally with the question of railways in South China, is to the following effect. After thanking his hosts for the entertainment, his Excellency said: "My policy in the administration of the Two Kwang is to be fair and just. Although it may be necessary for the Government to raise revenue which may not always harmonize with popular feelings, the idea will be to raise it from merchants with ability to contribute to the public exchequer. The Government will have no idea of 'squeeze' it. It will be our object to place merchants in a position of prosperity who shall, in a ten, share their profits with the Government. We do this by merchants must foster a spirit of industrial enterprise and to promote railway schemes which shall receive the adequate support of Government."

CANTON-HANKOW RAILWAY.

Speaking on the Canton-Hankow Railway, his Excellency emphasized the fact that the utmost harmony must prevail between merchants and officials, and perfect impartiality obtain if the project is to be carried to a successful issue. In the conduct of the affairs of the railway he will be guided by the rules and regulations laid down in the Articles of Association of the Company. He had had some experience of railway construction and he could say that all railway undertakings his actions had been dictated by the guiding principles laid down by Western constructors. Speaking as one of the pioneers of railways in China he accorded a word of praise to the cooperation he had received from H. E. Wu Tingfang, the ex-Minister to Washington.

KOWLOON-CANTON RAILWAY.

Alluding cursorily to the Kowloon-Canton Railway, his Excellency said: "The completion of this line will undoubtedly furnish an impetus in the trade of Hongkong and of my own country." (Applause.)

THE RELATION BETWEEN MERCHANTS AND OFFICIALS.

Continuing, H. E. said—I am new to these provinces. I don't know how the condition of affairs stands. If there is anything that the officials cannot do for you, I would impress upon the merchants the fact that they are at liberty to address me privately. The communication need not be in the form of a despatch. I will attend to the letters myself. It would be impossible for the government officials to know everything. Therefore I ask the merchants to make me all manner of suitable representations and suggestions which shall receive my attentive care. I realize that my abilities are poor and may not come up to your expectations. But I can say this much, that I shall endeavour to do my best for the people and country under my government. It is for the purpose of promoting harmony amongst you, and to improve the relations between officials and merchants that I have expressly asked Viceroy Shum, who is a Cantonese, and a companion of yours, to join the viceregal staff. The purpose of his appointment is that when, from any cause, I should be unable to see you, Secretary Shum, as my private secretary, is always accessible to you. He will communicate to me your representations and grievances, and as head of the Executive it is left for me to decide."

Upon the conclusion of the speech which was followed attentively, the large assembly applauded again and again. Mr. Tam Tsz Kong made a brief speech in reply, thanking the Viceroy, who in a Cantonese, for the honour and kindness his Excellency had done them by being present at their party. Chow Fu and suite then adjourned to the smaller dining-hall where two photographs were taken of the official group, Mr. Lau Chiu-pak and Fung Wa-chun standing in the right and left of the Viceroy, respectively, who was accommodated in a sort of State chair. The Viceroy put on his official headgear before being photographed.

The guests dispersed about half past six. The impression created by the visit was certainly most favourable to the new incumbent of the Viceregalty in Canton, and the consensus of opinion was that the function last evening was a pronounced success.

The s.s. *Anping* left for Canton last evening arriving at her destination early this morning, as announced by special telegram from our Shanghai correspondent to-day.

HIS EXCELLENCY COMMENTS ON CERTAIN MATTERS OF PUBLIC INTEREST.

On Friday evening last, reports the *Shanghai Times* of 6th inst., H. E. Chow Fu was entertained by the leading Cantonese residents of Shanghai at a banquet in the Chao in Garden, Bubbling Well Road. In the course of the evening the Chairman proposed his Excellency's health in the following terms:—

Your Excellency—As it has pleased you to call at Shanghai while on the way to the Two Kwang, to stay a few days among us, we, the Cantonese merchants and students in Shanghai, beg leave to come before you this evening to praise Your Excellency's virtue and also to avail ourselves of the opportunity to express to you our sincere sorrow for Your Excellency's departure from the Liang Kwang. We thank Your Excellency most heartily for having deigned to accept our humble invitation to come to this Chaoyin Garden and our thanks are also due to Minister Leu and Shing, Your Excellency's Tsai, Yu, and Li, and also to the Shanghai Tsai, who, in accompanying Your Excellency hither, do also greatly honour us. We now present Your Excellency with an address which, besides being a dedication, is also meant by us to be an address of welcome to Shanghai.

In conducting the Mixed Court case last year, and that of Tsung Kan-se, which is still pending, Your Excellency fought not only for stern justice, but for a nobler cause still—that of the helpless and the poor. Such good Viceroy cannot but be a blessing to Canton, a source of happiness to the people, and greatness to the nation to which he belongs.

Your Excellency now goes to the Liang Kwang with two of the ablest officials from

Liang Kwang. With their ability and Your Excellency's wise and bright prospects for Canton! Let us then raise our glasses to drink the health of our Viceroy, and to the happiness in store for our compatriots in the South.

The Viceroy, in reply, said:—entlemen, For two years I lived among you as your Viceroy, and now by order of our august Sovereign, I am to be transferred to the south, and I leave you with true regret and sorrow.

In passing through Shanghai, I have had the honour to be entertained by the notables and merchants of this port, and they, instead of upbraiding me for my inability to discharge my duties to their satisfaction, praised me and received me with great kindness. Sensible as I am of my own unworthiness, I feel ashamed to myself the recipient of the great honour you, gentlemen, have heaped upon me to-day.

With regard to the Mixed Court affair last year, it was not for a name among the people that I contended with the foreigners; but for the day which was imposed on me by our Emperor, and which was expected of me by my people as their Viceroy. The riot was suppressed by your good advice to the common people, and now I take the opportunity to thank you. The Tsung Kan-se case is now practically over, and I had, before leaving (Nankin), instructed the Shanghai Tsai to its settlement.

Now, gentlemen, I would like you particularly to remember what I am going to say to you. They are things which I will never be tired of repeating. You who have seen Shanghai undoubtedly have found that there are many advantages in Shanghai that are not in your own villages. I would ask you to try to make your own towns and villages as much like Shanghai as possible. Open your villages up for commerce; convert them into places of industry, and govern them in the same way as Shanghai is governed. In doing this you will be fulfilling the Imperial Decree regarding a Constitution and doing a great deal of good to your country.

IMPERIAL SPECIAL FAVOUR.

GRANTED TO H. E. CHOW FU.

[From a Correspondent.]

Canton, 12th November.

It has now been learnt here that H. E. Chow Fu, Viceroy-designate of the Two Kwang, leaving that his son, Chow Hui Yuen, who was for many years in Canton, and was a great favourite of H. E. Viceroy Shum, was to be transferred from that place to Yunnan, and that the Viceroy, in consequence, had ordered that his son, Chow Hui Yuen, be allowed to remain in Canton. He had been looking after the Government interests in connection with the construction of the Yue-Nan Railway, and had given such satisfaction to H. E. Viceroy Shum, that the latter desired to take him away to his new provinces, to appoint him to some similar post there. It is, however, contrary to the laws of China for a father and son to hold civil service appointments in the same province, but as H. E. Chow Fu was this as a most gracious favour, granting that his son, Chow Hui Yuen, his son's experience in Canton would be to H. E., his request was granted by the throne, as a very special favour.

THE MARQUARDS' CONCERT.

13th inst.

Another success went to the score of the Marquards' last night, when they gave their farewell concert at the Hongkong Hotel. The whole programme was, practically, and by special request, a repetition of that given last week at the Peak Hotel. As before Mrs. R. H. Newborn was the only solo singer, while once again Mr. Geo. Grimble acted as accompanist, both contributing much to the pleasure of the evening. The spacious drawing-room at the Hongkong Hotel made an excellent hall, for this class of concert, which mainly takes the form of a drawing-room entertainment, and on account of its being so conveniently situated was, no doubt, more crowded than otherwise might have been the case, for most of the residents who would not have cared to sail forth elsewhere, did not object to go down to the concert in their own building. One good feature, and too often noticeable in Hongkong entertainments, was a pleasing punctuality in commencing both parts of the entertainment, which removed any anxiety from the minds of those present from the Peak and Kowloon, as to whether they would catch that tram or ferry. Both Herr and Frau Marquard were up to their usual form and their playing on their several instruments was much appreciated and elicited unstinted applause. The harp solo by Frau Marquard, a fantasia on "Home, sweet Home," arranged and set herself, was very much enjoyed by her very appreciative listeners. Herr Marquard's violin solo, "Bazini's 'Hobgoblin Dance,' and Sarasate's 'Gipsy Dance,' also coming in for a very full round of applause. Mrs. Newborn's splendid rendition of Gounod's *Ave Maria*, with violin and harp obligato, was a very enjoyable number, and the encore which followed was a very natural result of her effort. Her next selection was in somewhat lighter and easier vein, for it was Dudley Buck's "When the heart is young, an old but always fresh drawing-room ballad. Altogether, we understood the Marquards and their well-placed with their reception and retirement in Hongkong, and that being so, we may hope to hear them again in the Colony, in the no very distant future.

CHINAMAN'S MYSTERIOUS DEATH.

WENT THERE TO ROE.

13th inst.

The two Chinamen, who were held on suspicion by the Yau-mat Police as being the cause of a coolie's death at Yau-mat on the 5th instant, were this morning ordered by Mr. F. A. Hazeland to be released, as the police could not adduce any evidence to indict the men. Readers will remember that on the afternoon of the 5th November the police discovered a Chinaman in an unconscious condition and bleeding freely from the mouth, ears and nose, and with his left leg broken, lying in a back lane at the rear of house No. 183, Station Street, Mongkok. Next the man were the two defendants.

The police removed the unconscious man to hospital, but he died the same night. The defendants were taken in charge by the police, but they refused to dwell on the subject when interrogated. After some investigation, however, the police have come to the opinion that the deceased and the two defendants were in company at the time. They decided to rob a house in the lane and the deceased was chosen to do the work, while the two defendants acted as watchmen before. Deceased made an ascent by the water-spout and in mid-air lost his hold and dropped into the lane, where he was found by the police. The defendants, unfortunately, did not have the chance to get away before the police arrived and were caught. His Worship was of the same opinion, and discharged the defendants, at the same time informing Inspector Macdonald that an inquiry was unnecessary.

DEATH OF MR. C. J. GONCALVES.

"FATHER OF THE H. AND S. BANK."

12th inst.

In the death, which we much regret to have to record, of Mr. Goncalves Joaquin Goncalves, which event occurred at his residence, No. 15 Caine Road, at 6 o'clock yesterday morning, the Hongkong and Shanghai Banking Corporation has lost an old and faithful servant, and the Colony a familiar figure. Mr. Goncalves had been in the employ of the Bank for the past 43 years, or ever since its foundation, following its fortunes, and working wholeheartedly to promote its best interests. So much had he at heart those interests that he made himself fully and thoroughly conversant with every branch of the business, and thus acquired a complete mastery of the entire system of the institution, which, in turn, rendered him an invaluable servant to the corporation. On account of his long and faithful services he was styled by Sir Thomas Jackson, then Chief Manager of the Corporation, the "Father of the Bank," a designation which he had richly earned, and which stuck to him to the last, until he died, literally in his office. It was on the 3rd inst. that he had just arrived in his office, having up to that time been in his usual robust health, when he was suddenly seized with a fainting fit. As the usual efforts of these around did not have the effect of recalling him to consciousness, medical assistance was requisitioned by the Bank officials, and on the arrival of the doctor he was ordered to be removed to his residence, where he died, as we have stated, at 9 a.m. yesterday, Sunday, without ever recovering consciousness. His was a pleasing personality, and he will be much missed by all who had business to transact in the share department of the Bank, for he was ever courteous and obliging, and no trouble was too great for him to take on behalf of customers, and inquirers, while to the Press he was always a willing and conscious friend. He was to his friends and family a very great, but to the Bank, which he served through the better part of his life, his loss must be almost irreparable. The deceased leaves a widow and a grown up family of sons and daughters to mourn his loss, a great sympathy is felt for them in their bereavement. The funeral is fixed to take place to-day, the 14th inst., at the monument at 3 p.m.

As showing the esteem in which the deceased was held by the Bank authorities we may mention that the flag flying over their institution is to-day placed at half-mast as a token of respect for his memory—a very unusual and special honour.

KOWLOON CRICKET CLUB.

PROMENADE CONCERT.

12th inst.

The much postponed and equally much looked-forward-to Promenade Concert to be given by the Kowloon Cricket Club, at last took place on Saturday night just two months after the date first advertised for it to be held. There were many causes for those postponements, for, first of all, Jupiter Pluvius stepped in and caused the first by the untimely deluge to which he treated the Colony. Then came several typhoons to cause further postponements, and, later, when days were finally as it was thought, selected for at last holding the "smoker," it was found that other similar functions took precedence, they having already been settled and advertised to take place on those particular days. However, all's well that ends well, and certainly, from a musical point of view, the concert at the Kowloon Cricket Club was a pronounced success, but unfortunately it had been delayed until so late in the year that the weather was anything but reasonable, and the pleasant air-outdoor functions at night, and many members of the audience were shivering away long before the interval, while deep frosts could be heard on all sides from the masculine members of the audience, who bewailed their want of forethought in not having brought their overcoats, while those who had done so grinned delightedly and comfortably at their fellows' discomfort. The band of the 13th Baluchis was in attendance and rendered some very fine selections during the evening, and we much applauded. The first vocal item was Mr. Hume's "Down the vale, lad," which he gave in good style, and then gave place to Miss North who sang, "Oh! how delightful," very pleasingly, and naturally was recalled. "Out on the Deep" was carefully and correctly sung by Mr. Todd who, like many others, appeared to feel the piercing chilliness of the evening. Mr. Walston, as usual, was in capital form, and soothed his audience into the best of humours—they were there to be amused, and Mr. Walston made it his business to see that they had no cause to complain. The next item was the well-known but unheeded sentimental song, "Dear heart," very well sung by Mr. E. G. Jordan, to the accompaniment of Mrs. Jordan. While this song was a pleasing item, pleasingly sung, we think the singer might have made a happier selection, for this song was undoubtedly written for a lady's singing. Mr. Walston next obeyed a vociferous demand for his appearance to take the place of an absent member and gave "At the Fantomine," "The Skipper," and other popular serio-comic ditties, and treated his audience to some remarkable mimicry. Messrs. Stedman and Bristow were very successful in their cornet duet, and naturally an encore followed their efforts. Atmospheric conditions considered, it was a happy inspiration that led Mr. Chord to select "Good-bye, Summer" for his contribution on this occasion, and he certainly sang it feelingly, and carried his audience with him. Another gem of the evening was Miss North's last selection, the beautiful and plaintive "Killarney," which she rendered in a very expressive manner, bringing out all the beauties of the words and their accompaniment of sweet harmony. Mr. Percy Browne very kindly acted as accompanist throughout the evening, with the one exception mentioned above. Taken all in all the concert was a decided success, and all concerned in making it so are to be congratulated on their eminently in braving the chills of the evening.

DEATH OF MR. CHINN POY WOO.

12th inst.

Mr. Chinn Poy Woo, for many years the interpreter at the U.S. Consulate in Hongkong, died at his home in Canton, in the Twelfth Ward, Sunday, Nov. 4th, at 7.30 p.m. His last sickness was of many months' duration, and was due to internal piles. Several months ago, while still in Hongkong, he was operated on because of his trouble, and although he seemed to improve for a time, his old trouble returned and finally caused his death. Mr. Chinn was sent to the U.S. by the Chinese Government many years ago to study English. He mastered the language and was a fluent speaker, and a good interpreter. Last January he severed his connection with the U.S. Consulate and hoped that a change of residence from Hongkong to Canton would restore him to health; but in this he was disappointed, as were also his friends and family. He leaves a widow, also one daughter and a son to mourn his loss.—*Continued.*

SANITARY BOARD.

19th inst.

The bi-monthly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following business was transacted:

CHANGE OF MEETING-HOURS.

The Hon. the Principal Civil Medical Officer, pursuant to notice, moved: That the time of the meeting of the Board be changed from 4.15 p.m. to 2.30 p.m.

GENERAL CLEANSING.

The Principal Civil Medical Officer brought up his motion, postponed from last week, for the appointment of a select committee, consisting of the President of the Board, and Messrs. Fung Wa Chien and Lau Chu Pak, to consider all complaints arising in connection with the general cleansing arrangements.

The Medical Officer of Health intimated that he had been using crude phenyl (a in 500) for the destruction of the vermin, after the houses had been washed with soft soap, as it had been used in India for the same purpose with great success. At first he had used chloride of lime, but while the tenants used it for yards and out-houses, etc., they complained of the smell in the houses when used there. It was a better insecticide than phenyl, but on account of those complaints its use was discontinued. He had carefully considered the question of the use of "liquid fuel," which is used in Bombay as an insecticide, but was sure the Fire Insurance Companies and the Superintendent of the Fire Brigade would object to its use here in the house for house cleaning. Phenyl was an oily liquid, but was fairly soluble in the above proportions.

The Principal Civil Medical Officer moved that he would summon a special meeting to consider the question as soon as the members had read the papers.

Mr. Shelton Hooper moved: I see no reason why the matter should be discussed confidentially. On the contrary, I think the greatest publicity should be given to it. It seems curious that the authorities in India should not have found out the danger of using liquid fuel, on account of its reputed inflammability—if such danger exists.

Mr. Lau Chu Pak moved: Why not discuss this publicly, so that everybody may know what is going to take place? If the new procedure is to be adopted some attention will have to be made in the wording of the Chinese notice, which is not quite accurate. As regards the disinfection of special clothing, it should be made clear that it is not compulsory. It would also be better to have the notices so worded as to say that the Chinese are desired to co-operate with the Sanitary Department in destroying fleas by allowing their spare clothing to be disinfected, but the Sanitary Department shall not compel them to do so, if the people do not feel inclined to have it done. This is necessary in view of the probability that misunderstanding may again occur, as in the case of Mr. ...

The Hon. the Registrar-General said: Crude phenyl is only very slightly soluble in water.

The Hon. the Principal Civil Medical Officer moved: The acting secretary thought that as there were letters from Mr. Lau Chu Pak the matter should be treated confidentially. I never ordered these papers to be treated confidentially; on the other hand, I certainly think they should be made public.

SANITARY SURVEYOR'S REPORT.

The Sanitary Surveyor submitted his report for the third quarter of 1906, in which he said that there were 315 houses in hand for new drainage systems, of which 92 houses were dealt with, while in 144 houses repairs to the drain were completed, work proceeding on 212 more. In addition to the above 1,783 houses were inspected by the Surveyor, Inspector, and 245 drainage nuisances were discovered, and notices on the owners were served calling upon them to abate the nuisances. Fifty-four nuisances were reported to the Hon. the Director of Public Works, to be dealt with by his department.

UNPOTABLE WELL-WATER.

The papers relating to the condition of the water in a well at No. 22, Stanley Street, were again laid upon the table.

Hon. Mr. Hewitt moved on these: Where have these papers been for the last two months? Dr. Hunter states the water is unfit for potable purposes, but the well might remain open if the Medical Officer of Health is satisfied the water is not used for cooking purposes.

The Hon. the Principal Civil Medical Officer said the papers had been mislaid by a clerk, who had been reprimanded.

Mr. Lau Chu Pak moved: As the water is fit for potable purposes the well should not be closed.

Messrs. Fung Wa Chuen and Shelton Hooper both agreed that the well should not be closed.

PUBLIC WATER.

The Government analyst submitted his report on samples of water analysed during the past fortnight, all of which he said was of excellent quality.

CEMETERY BYE-LAWS.

Correspondence was submitted to the Board relative to the Cemetery bye-laws. It was resolved at the last meeting of the Board to

BANKRUPTCY.

CHANG SHAN KOO'S AFFAIRS.

15th inst.
At the Supreme Court this morning, before his Honour the Chief Justice, presiding in Bankruptcy Jurisdiction, the matter of Chang Shan Koo, ex parte Sun Che Chuen, adjourned from last Thursday week, was again called on.

Mr. M. W. Slade, instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, for the majority of the creditors, Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, and Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the trustee, Mr. A. R. Lowe, while Mr. F. Paget, H.M. of Messrs. Brattin and Heston, watched the proceedings on behalf of two of the creditors.

Sir Henry Berkeley, addressing the Court, moved that the motion of his learned friend be again postponed, or altogether expunged from the file. A great point had been made about the scheme of composition laid before the creditors, and which, it was said, failed because Ho Tung voted against it. As a matter of fact the trustee believed, and some of the creditors believed, that that scheme of composition was a bogus one.

Mr. Slade: My learned friend is not—
Sir Henry: I want to know for whom my learned friend is appearing. He is not appearing for Ho Tung, and he is not for the debtor.
Mr. Slade: Had the trustee done his duty I would have appeared for him, but I was forced to appear for creditors.
Sir Henry: I want to know the names of those creditors. I am entitled to have their names.

Mr. Slade: Well, you can have them all in time, but I have not got a list here.

Sir Henry: I want the names of those creditors for whom my learned friend is appearing, for if the solicitors have placed them wrongly on the file they will have to pay the costs.

His Honour: Oh, yes! we must have the names.

Mr. Slade: Very well, my Lord; I find we have a list here. They are: Chuen Hang King, Shum Che Chuen, the petitioning creditor, A. F. de J. Soares, Li Siu, Li Chuen, and Li San Chuen, (the last three represented by Ho Lok Tun) and Chuen Hok Ting.

Sir Henry: Ho Lok Tun had no proxy when he represented the three L's at the meeting of the creditors. I have a preliminary objection to make to this appearance, for, as stated in the motion I filed to expunge the proofs of creditors' claims, those creditors are now asking the Court to do the very extraordinary thing of rescinding its own order. Who are these persons who are now asking for this order to be rescinded? They are recalcitrant creditors who have refused or neglected to come before the trustee and help him in the matter of disentangling the debtor's affairs, by proving their claims, and furnishing him with information regarding those affairs.

Mr. Slade: This is not a preliminary objection; it is going into the motion.

Sir Henry: Oh, yes! it is a preliminary objection, for it goes to prove that the creditors here are discredited, and have no locus standi in this Court. They cannot appear in Court and creditors, for they are represented by the trustee, body, soul and property.

Considerable discussion here followed between Sir Henry Berkeley and Mr. Slade, and then his Honour, addressing Mr. Slade, said he did not see how he could appear for the debtor as well as the creditors.

Mr. Slade: That, my Lord, the motion will show. I submit that my motion, which was set for two weeks ago, should take precedence, and be heard first.

His Honour: Yes, I think the motion should come first, and the objections can be heard afterwards.

Further discussion and argument hereupon followed and then Sir Henry said: Who is this petitioning creditor? He is a friendly creditor and holds an anomalous position on that account, and he has no standing here.

Mr. Slade: I should like to know for whom it is my learned friend appears?

Sir Henry: I appear for the trustee.

His Honour: The question is whether the debtor could apply by motion.

Sir Henry: Certainly. They have to prove that the debtor became a bankrupt because Ho Tung voted against the proposed scheme of composition. As a matter of fact it was not so—it was because the majority of the creditors voted for an impossible scheme.

This led to considerable further argument, and then the question of who was to be liable for the costs arose.

Sir Henry: If the debtor fails on his motion we must have it understood that the costs are to be a charge on the estate.

His Honour: I should think the question of costs will depend upon whether the motion is lost or not, as to who pays the costs.

Mr. Slade: My learned friend has been "hoist on his own petard," and is now beginning to see it. If the old decree were allowed to stand Ho Tung would take the whole of the estate, and there would be nothing left for anybody else.

His Honour: Your point then is that having voted against the proposed scheme of composition, and having declared and proved his claim at \$30,000, he cannot now be allowed by the Court to amend that statement of claim—that the Court has no power to permit him to do so?

Mr. Slade: There is no rule in the Bankruptcy Ordinance, my Lord.

Sir Henry: No rule is required to permit the Court, or any one, to do right.

Again considerable discussion followed, showing that on the motion of the proof of Ho Tung's claim against the bankrupt as being \$30,000, and his having voted against the proposed scheme of composition it was his vote that annihilated it, as it put the value of the debts due to those opposing as far greater than that of the debts due to the supporters, which would not have been the case if they had been proved at \$10,000 instead of \$30,000, as was now sought to be done. It was further considered that bankrupt had a considerable amount of property hidden away, which would be lost to the creditors if the composition had been carried through.

Considerable argument along the same lines occupied the Court during the afternoon, and the matter was adjourned until next Thursday.

An eighteen-year-old diver allowed his temper to take him out of bounds on Saturday night, with the result that he appeared before Mr. C. A. D. Melbourne, at the Police Court, on Monday. The young man went to No. 10, Yat On Lane at 11.30 o'clock on Saturday night to visit a lady friend. On arrival there he was told that the lady was out. He said he would wait until she returned. He remained for nearly two hours and would have waited longer had he not heard the voice of the lady he had come to see in the next room. A fit of jealousy took him and he went about to demolish the building. No notice was taken of the irate man until he kicked over a bucket of water which leaked into the premises below. The occupiers of the flat below called a constable to settle matters the young spark was given in charge. He was fined \$5.

THE DAIRY FARM COMPANY, LIMITED.

The report for presentation to shareholders at the tenth ordinary yearly meeting, to be held at the Company's Depot, 2 Lower Albert Road, on Monday, the 19th inst., at 11 a.m., is as follows:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1906.
The profit for the year, after writing off \$13,334.85 for depreciation and bad debts, and providing for directors' and auditors' fees, amounts to \$60,055.96, from which it is proposed to pay a dividend of one dollar and thirty cents per share, amounting \$12,500; to transfer to cattle reserve \$15,000, and carry forward \$1,555.96.

Directors.—The Hon. Mr. Edward Osborne and Mr. Noble retire by rotation but are eligible for re-election at this meeting.

Auditors.—The annexed accounts have been audited by Mr. W. Hutton, F.C.S., who offers himself for re-election at this meeting.

EDWARD OSBORNE, Chairman.

BALANCE SHEET, 31ST JULY, 1905.

Capital.—2,000 shares @ \$7.50 each, \$150,000

Less: 150 shares not called up ... 1,125 ... \$148,875

Cattle Reserve ... 25,000.00

Dividends uncollected ... 208.00

Accounts payable ... 11,970.16

Balance of profit and loss a/c ... 60,055.96

\$257,234.12

Assets.

Cattle ... \$57,133.41

Buildings and property ... \$48,969.47

Less written off ... 8,969.47 ... 40,000.00

Furniture, machinery and store ... \$10,427.00

Less written off ... 2,427.00 ... 8,000.00

Cash in hand and at bank ... 28,249.91

Share investments and mortgages ... 49,450.00

Steam launch ... \$1,000.00

Less written off ... 1,000.00 ... 4,000.00

Accounts receivable ... 34,227.22

Stocks on hand ... 3,493.58

\$257,234.12

PROFIT AND LOSS ACCOUNT.

Dr.

July 31st, 1906.

To directors' and auditors' fees ... \$2,700.00

To repairs and renewals ... 3,554.70

To written off—

Steam launch ... \$1,000.00

Furniture, &c. ... 2,427.00

Buildings ... 8,969.47

Bad debts ... 938.38

To balance ... 13,334.85

\$79,645.51

Cr.

Aug. 1st, 1905, July 31st 1906.

By balance from last year ... \$2,864.34

By interest ... 2,750.30

By scrip fees ... 44.00

To balance of working account ... 73,880.78

\$79,645.51

S. A. SEED, Secretary.

STEALING A BICYCLE.

SAILOR CHARGED WITH THEFT.

15th inst.

The little outing that Mr. A. E. Moyling had yesterday did not end well for some one stole his bicycle. Moyling, who resides at No. 12, Humphreys Avenue, Kowloon, came over to Hongkong yesterday and went for a bicycle ride to West Point. When he got as far as Western Street the machine broke down. He knew a friend living in the vicinity so he made for the house. Before leaving the bicycle at the foot of the staircase to enter the house, he took the precaution to remove the bicycle chain and unscrew the back wheel tyre tube so as to be sure that it would be there when he came down. He was not long with his friend when a sailor, leaving the Sailors' Home, spied the "boneshaker." With out satisfying himself that the machine was in a safe condition, the sea dog picked up the machine and went down the road. In Queen's Road Central he ran up against Sergeant McLennan.

"What are you going to do with that bike?" asked the policeman of the sailor.
"Going for a ride," was the reply.
"But you can't ride that," observed the policeman.
"I am taking it to have the front wheel repaired," said the sailor.

His officer examined the machine and found that the front wheel was all right. It was the back wheel that wanted repairing. Having his suspicions he took the sailor to the Central Station. There he gave his name as George Preston, A. B., and sailmaker, sailing ship I.P. Chapman. After some further questioning Preston confessed. He was hard up. He saw the machine near a doorstep and stole it. He could have sold it for ten dollars, but he thought that a bit too cheap, and was on his way to another shop when he was arrested. He was charged with "unlawful possession." An hour or so later Moyling called at the Central Station and reported that he had lost a bicycle. He identified the machine in the station as his property, and the charge against Preston was altered to one of "larceny."

He came before Mr. F. A. Hazeldan, at the Police Court this morning, and pleaded guilty to the charge. His Worship said he wanted to see the captain of the I.P. Chapman to know when his boat was sailing, before convicting Preston, and remanded the case until tomorrow to allow Inspector Warnock to produce the skipper.

THE TYPHOON.

IMPERIAL BOUNTY.

The following decree was issued on the 9th inst.:

After having read the memorial presented to us by Tsen Chuen-hsuen, Viceroy of the Liang Kwang, by which we are informed of the calamity which has befallen our people in the shape of a most destructive typhoon, all along the South China coast, including Hongkong, Canton and many other cities, and which has caused the loss of many hundreds of our dear subjects' deaths, our heart is filled with compassion, and we send our sympathy to all those who have been in any way injured by this disaster and particularly to those who have been deprived of relatives and friends. As an outward expression of our sorrow and compassion for their losses and sufferings, we order that 100,000 taels be taken out of the Kwangtung Provincial Treasury to be distributed among them, and in this, we must also command our officials to see that the sum granted is rightly used and only for the purpose which is meant by us.

ALLEGED MANSLAUGHTER.

INDIAN WATCHMAN ARRESTED.

14th inst.
Gulam Sher, an Indian watchman, employed on the Kowloon-Canton Railway line, was arrested yesterday and locked up at Yau-mai Police Station on a charge of manslaughter. He was arraigned before Mr. F. A. Hazeldan, at the Magistrate's Court this morning, by Inspector Macdonald. He pleaded "not guilty" to the charge. Shortly after three o'clock yesterday afternoon a man named Ng Hing Fuk, a pig dealer, residing at Muk Kung Ham, a village not far from Sham-shui-poi, was on his way to the Yau-mai market. With him was a good sized boar. On the road he met Gulam Sher, who, as soon as he saw the boar, picked up a handful of earth and threw it at the animal. The pig dealer felt hurt at this, and told the watchman to do it again. Words were exchanged, and it was alleged that the watchman punched him on the chest, followed by a blow on the stomach. The Chinaman immediately collapsed. The alleged assault was witnessed by a number of coolies, who, on seeing the pig dealer fall, seized hold of the Indian and dragged him to Yau-mai Police Station, where he was detained. A policeman was despatched with an ambulance to bring the injured man to the Station, where he was temporarily treated. Before being sent to hospital the man was seen to be in a state of collapse. He died an hour later, the result of a ruptured spleen. His Workshop, at the request of Inspector Macdonald, remanded the case for one week.

THE YUE-HAN RAILWAY.

PROPOSED DIRECTOR "BLACK-BALLED."

[From a Correspondent.]

Canton, 13th November.
Last week Mr. Lam Huk Kung called upon H. E. Viceroy Shum, and had a long interview with him, in the course of which he requested H. E. Shum to use his influence with the President and Board of Directors of the Yue-han Railway Co., Ltd. to induce them to invite Mr. Cheung Pat Shi to join the Board of Directors of that company. H. E. Shum agreed to do this, and forwarded a request to that effect to the Board. Upon receipt of H. E. Shum's request the President of the Company called a private meeting of the directors to consider whether the election of Mr. Cheung Pat Shi to their Board would be acceptable to them. The matter was discussed at the meeting called for the purpose when it was decided not to invite Mr. Cheung Pat Shi to join the Board of Directors, as they did not care to have him there. This decision was at once communicated to H. E. Viceroy Shum, who, in a despatch to Mr. Lam Huk Kung, informed him that the Board of Directors declined to invite Mr. Cheung Pat Shi to join them, as, as he reluctantly compelled to say, they preferred to do without him.

CHOW TUNG SHAN'S ESTATE.

MORE FUNDS DISCOVERED.

[From a Correspondent.]

Canton, 13th November.
Tan Tai Lo Kwok Hi, of Yunnan, has sent one of his secretaries, named Li Chuen, to present a memorial to the Board of Re-organization (Sin Hui Kung), a special despatch in which he states that Cheung Hing Liu has now in his custody \$270,000 or thereabouts, the property of Chow Tung Shan, while another \$50,000 or \$60,000 is deposited in cash, with various private banks in Canton. All the deposit transactions between Cheung and Chow were carried out through Cheung's accountants, by name Yeung Shiu Yuen and Pun King Shan. Tan Tai Lo requested that the matter of these deposits be investigated by the representatives of the Board of Re-organization, and that the funds be thereafter realized and handed over to the Native Customs Department, by way of re-embodiment for the embezzlements that have gone on for so many years in that department. It is understood that at the matter has been taken into the consideration of the Board of Re-organization.

FIRE ON THE "BARON ARDROSSAN."

A NARROW ESCAPE.

On the 21st ultimo, a fire broke out on the steamship *Baron Ardrossan* (Captain Kennedy), for which the Nippon Yusen Kaisha are agents, when on a voyage from Antwerp to Japan, in lat. 12.05 deg. N., long. 117.32 deg. E., the vessel being about 2,200 miles from Yokohama in the China Sea, four days out from Singapore.

From the entry in the log book of the occurrence, given in the *Japan Herald*, it appears that at 1 p.m. on that day smoke was seen coming from the ventilators of No. 4 hatch, in which forty tons of dynamite were stowed. All hands were called to fire stations and the steam reactor was got ready, the engines being stopped to prevent all draught. When the hatches were removed a volume of suffocating smoke poured up, appearing to come from the after end of the lower hold, where some hundred tons of fish manure were stowed with the dynamite. Work was begun in shifting the bags of manure, the suffocating smoke being kept under by playing water on the bags. By 3 p.m. the smoke was sufficiently cleared away to enable the men to get to work on the side of the hold. Finally a body of red fire was reached, and with buckets going and shovels a large quantity of it was passed over the side. All this was done up the side of the cases of dynamite, the men using planks for getting at the bags of manure, which were turned over with chain-hooks. At 8 p.m. the captain sailed the vessel's course for Manila. Meanwhile water was kept constantly playing on the manure and all hands were kept at work all night turning over and shifting the bags. By midnight all the red hot bags had been passed over the side.

At daylight on the following day (October 22nd) smoke was seen issuing from the starboard side and the heat in the hold became almost unbearable. Water was played into the hold till the smoke had abated, when the bags from the centre were shifted till they formed a dam and water was poured into the opening. When the water had filtered through the bags of manure the suffocating smoke was again kept under by playing water on the bags. By 3 p.m. the smoke was sufficiently cleared away to enable the men to get to work on the side of the hold. Finally a body of red fire was reached, and with buckets going and shovels a large quantity of it was passed over the side. All this was done up the side of the cases of dynamite, the men using planks for getting at the bags of manure, which were turned over with chain-hooks. At 8 p.m. the captain sailed the vessel's course for Manila. Meanwhile water was kept constantly playing on the manure and all hands were kept at work all night turning over and shifting the bags. By midnight all the red hot bags had been passed over the side.

The forepart of the hold was full of valuable general cargo which the Captain reports as totally undamaged, although if the steam reactor had been used and the hold closed and rendered air-tight, all the cargo in the hold would have suffered. Captain Kennedy and his officers and men are to be congratulated on their courageous efforts in saving the property entrusted to their charge and on the success which attended them.

"A DANGEROUS MAN."

COWARDLY ASSAULT AT QUARRY BAY.

15th inst.
Quarry Bay coolies are getting in front of the limelight nowadays. A few days ago a free-fight in the Shipyard was narrowly averted by the timely intervention of an Indian watchman. Yesterday afternoon, however, there was no Indian watchman to act as peace-maker and a fight which occurred resulted in the head freeman of the Tai-koo Sugar Refinery being seriously assaulted and stabbed on the head—not seriously—with a knife.
The head freeman is a Hak-ka man, while most of the other coolies employed under the freeman are of different clans. On Tuesday afternoon there was a row between the head freeman and the coolies. The freeman had occasion severely to admonish his underlings for quitting work before the arrival of their reliefs. The coolies were highly insulted and said they would "fix" the freeman. Yesterday afternoon after the day's work was over the insulted ones—numbering about ten men—waited the arrival of the head freeman outside the works. As soon as he appeared on the scene the coolies set upon him. While one held him by the queue the others landed out some terrible blows at the freeman who was soon knocked out. When he limped into Shau-ki-wan Police Station he was bleeding freely from a cut on the head. He would have been attended to by the police, and a search for two men were arrested and charged with assault. They were placed before Mr. F. A. Hazeldan, at the Police Court this morning. The complainant, whose head was in a bandage, and who found it difficult to stand erect, owing to pain, which he said he felt all over, gave evidence, saying that the first defendant was the instigator.

He is a dangerous man," said his Worship, addressing Inspector Robertson, in pronouncing sentence. "See that he is deported." The first defendant was fined \$5 and the second \$10. They were also bound over in the sum of \$100 each to be of good behaviour for three months. "If you come up here again," concluded the Court, "I will not only fine you \$100, but will give you stocks."

PIRACY ON THE WEST RIVER.

DARING EXPLOITS.

[From Our Own Correspondent.]

Wuchow, 10th November.
Piracy is greatly on the increase in the West River. Do Sing, Takling and Fong Chuen seem to be the headquarters of the pirate gangs. A number of petty pirates have lately occurred between Wuchow and Samshing, and not only have the usual methods been employed—viz., boarding a launch as passengers and then rising at a given signal, but also new and more daring methods are now in progress. A couple of steam launches have lately been pirated and the pirates got away with a good bit of booty; but last week the pirates used one of the launches they pirated to run down other launches and succeeded in their designs. However, one launch, that of Salt C. missioner, put up a fight and laid out some of the pirates, but the racials cut away, and kidnapped the engineer (Chinese) the pirated launch. There are any amount of gunboats on the River, foreign and Chinese. The latter are good boats and well armed, but absolutely useless for the suppression of piracy, as the captains of these Chinese gunboats, instead of patrolling the various parts of the River, congregate at some given spot, where they indulge in gambling, and have a general good time. There is only one solution for the suppression of piracy in this River and that is to have these Chinese gunboats captained by Europeans of the Customs Service, who would do their duty and soon have the river cleared of pirates. In the early days, when the West River was first opened, foreigners of the Customs Service were detached for this work of clearing out pirates and were successful—the majority of the men having had gold medals conferred on them by the then Canton Viceroy, for their efficient service in keeping the West River pirates inactive. A return to this former practice will be sure to bear good results and ought to be advocated.

CHINESE CRUSOES.

CAST AWAY ON AN UNINHABITED ISLAND.

It is reported that the *Nam Sang*, which arrived here on Friday (2nd inst.) from Hongkong, picked up three emaciated Chinese coolies on a bamboo raft, says the *Singapore Free Press*. The men, who are very thin, state that about a month ago they sailed from Singapore in a junk, the crew consisting of eight men, in a junk, the crew consisting of eight men. Everything went well till their voyage had been a week in progress and then one morning a terrible storm arose and their vessel was whirled before it like a cork. After driving before the gale for some hours, the junk suddenly went to pieces on a small island and with good luck they all managed to get ashore though they were severely bruised and battered in the surf. When they recovered somewhat they explored the island which they found was uninhabited. For two weeks the eldest man remained on the island eating shell-fish and drinking water from the crevices of rocks. He decided to have a raft and put to sea in the hope of drifting into the track of steamers. With the aid of their comrades the three adventurers built a raft out of giant bamboos which grew in profusion on the island and with a stock of dried fish and little water put to sea one day amidst the farewell shouts of their less daring comrades. For six days the buoyant bamboo raft drifted steadily away from the island with the wind blowing from the horizon westward, and as the stock of food and water was done the men prepared to die. On the evening of the sixth day, however, smoke was seen on the horizon and then the hull of a large steamer rapidly came into view making right for the castaways. This vessel, as already said, proved to be the *Nam Sang* and the castaways were picked up and very kindly treated by their rescuers.

The cooler state that they believe their five comrades on the lost junk to be still alive but they are unable to give any positive information. We are unable to obtain official confirmation of the above though the story was obtained from a reliable source. The local-Chinese newspaper *Union Times* has, however, published a story similar to this.

THE *Japan Chronicle* says:—"Thirteen new steamers are now being built for the Nippon Yusen Kaisha. Of this number three are being built in England—two being vessels of 2,500 tons each, and the other of 2,000 tons. These three are intended for the Shanghai line; and five others, four of 3,500 tons each and two of 3,800 tons each, are being built at the Kobe Kawasaki Dockyard. Another five ships, four of 8,500 tons each and one of 6,500 tons—are being built at the Mitsui Bishi Yard, Nagasaki. Of the boats being built at the Kawasaki Yard, two of 8,600 tons and four of the same tonnage being built at Nagasaki, are intended for the European line. The vessels of 3,500 tons in the hands of the Kawasaki Yard are for the Yangtze service."

AN ENLIGHTENED OFFICIAL.

AND HIS GOOD ADVICE.

[From a Correspondent.]

Canton, 14th November.
At the reception given some days ago at the Sun Wui Chamber of Commerce, in honour of H. E. Wu Ting-fa, at which over one thousand representative officials and business men were present, with Mr. Tung Sai Ngan in the chair, some very interesting speeches were made by the chairman and H. E. Wu Ting-fa, introducing the guest of the evening, the chairman said that H. E. Wu, their compatriot, whom they had there assembled in honour, was a barrister-at-law, having been called to the Bar some years ago in London, and was the compiler of the new commercial laws of China. At the present time the Government had under consideration the idea of becoming a constitutional government, and the people themselves were adopting very many reforms. He, the chairman, therefore, was going to ask H. E. Wu to be kind enough to give them the benefit of his great experience, and advise them as to their *modus vivendi*. H. E. Wu then stood up on the platform, and addressing the company assembled said: "We are people of the Middle Kingdom, and therefore we should not allow ourselves to make use of exaggerated language. We know that the Kingdom is poor and weak, because the people do not improve their ways, and adopt more modern methods, especially in trading. They don't understand that foreign trade is very shrewd and careful, and look far ahead into the future, particularly in matters relating to manufacturing industries. They not only consider the question of home consumption, but also of the demands of foreign markets. They send their goods manufactured to foreign countries, and import in exchange the raw materials. In general business affairs we should endeavour to follow the example of Japan; we must not be idle, but patient and energetic like Western people. Although but very few of us can afford to be abroad to be educated, still we must endeavour to induce students to study more modern books, and also, with that end in view, establish more modern schools and colleges. As regards education, the student in Europe is not all hope to become officials, but desire to acquire a good general education, to enable them to start at an early date working for themselves, so that they may become independent and enjoy liberty. If, in regard to constitutional government, there must be more educated people before it can be successfully established. Some years ago when America declared war against Spain, a wealthy citizen of New York raised and maintained a regiment of soldiers, at his own expense, for the honour of his country, and the people felt that even if their sons were killed in the war they would gain a certain amount of glory as patriots. But in Constitutional Government, it was necessary that the House of Lords should be in accord with the House of Commons, for the House of Commons is a Government in which one House obstructed the mode of administration introduced and advised by the other. I wish you would all read more newspapers, so that you may learn about, and understand, all matters relating to foreign affairs, and I also hope you will all try to send your sons and younger brothers to school at as early an age as possible. Confucian teaching is better, but if any foreign system proves to be better, we must adopt it. I wish also to impress upon you that you should begin to give your sons and younger brothers all the teaching and instruction in your power, so as to prepare them, when the time comes, to be called upon, members of Parliament, which will go far to make Chinese subjects honoured and respected, and which will also please and gratify me very much, as your compatriot."

Upon the conclusion of this speech the company applauded for a long time. Later on there was a dinner-party in the General Chamber of Commerce room, at which a very large number were present, when the hearty of His Imperial Majesty the Emperor of China, and of H. E. Wu were drunk with acclamation.

BANGKOK CURRENCY.

SHORTAGE OF THE COIN.

Says the *Bangkok Times* of the 26th ult.: The currency question is not yet finally settled, and at the present moment, we are assured, the situation is becoming really difficult. Ticals are badly needed now that a good deal of paddy is coming down from up-country, but there is a genuine shortage of the coin. That shortage is caused by the smallness of the production at the Mint and by the large amount that has had to be shipped off to Phuket. As a result of the present situation, some uncertainty is coming to be felt as to the future of the tical. One rumour is that the Government will try to raise its selling price possibly to 12.64, and on the other hand, with the prospect of at best a 75 per cent. rice crop there is the possibility that the exchange value of the coin may go down. Naturally it will be much better for trade generally if the tical can be maintained practically at a fixed value, and the suggestion that the Treasury price may go to eighteen pence causes apprehension to the exporter. But the present shortage ought to last much longer, and it is suggested that the Government should give the Banks ticals from the reserve. The suggestion will have difficulties enough apart from the currency one.

In another article, on the 28th ult., the same paper remarks: The British Consul, in the latest report issued by the Foreign Office on the trade of Bangkok, cordially approves of the proposal to introduce a gold coinage in the form of a silver coin of the value of half a tical. Singapore is taking a preliminary step towards the introduction of a gold coinage, but there the question is complicated by the practical necessity of the gold coin being the sovereign, while the dollar stands at 25.4d. In Siam, however, gold pieces of 10 and 20 ticals would be very convenient, and might possibly tend to check any tendency to increase the selling price of the tical. Mr. Lyle puts the rise in the exchange value of the tical to 18.3d. in the equivalent to a 74 per cent. change against the exporter, and since that was written the tical has reached 18.4d. The local stores have now begun to allow a discount of 10 per cent. on their bills, but that has not affected the cost of labour and raw material, while due note is taken in the report of the excessive competition among the chief exporters. It is true the present may not be a very happy moment to propose more work for the Mint, but that institution can of course be organised to do what is required of it, and the gold coinage seems the natural completion of the efforts that have been made to give stability to the monetary system

Wan Yuk, a so-called trader, was arraigned before Mr. F. A. Hazeland, on Tuesday, at the Police Court, charged with infringing the exclusive privilege of the Postmaster-General by taking mail matter out of the Colony, yesterday, without the same passing through the Post Office. An assistant from the Post Office prosecuted. One of Inspector Smith's men arrested defendant taking the letters on board a Canton boat. The accused pleaded guilty, saying he did not know the law. His Worship fined him \$100.

Two coolies—one with a nasty gash on the left side of his face—employees of the Quarry Bay Shipyard, got into a mix-up yesterday, and came before Mr. F. A. Hazeland on Tuesday, at the Police Court, pleading guilty to a charge of being riotous and disorderly in the works yesterday. The first defendant, it appeared, reprimanded the second for neglecting his work. A quarrel occurred, quickly followed by a fight, during which the first defendant struck his opponent on the side of the face with a spade, laying him out. The other coolies would have joined in to help their unfortunate mate, but for the watchman who came on the scene and arrested the two men. His Worship fined them \$5 each.

The following was Mr. Hazeland's decision in a case at the Police Court on Tuesday:—"The police have no hope of securing a conviction against you," said the Court, "and asks to withdraw the case. You are discharged, but you will be re-arrested if sufficient evidence can be obtained." The case was against a widow who was alleged to have robbed another woman of four gold rings, valued at \$11.80, and \$20 in banknotes. These were in a box on a side table. The widow paid complainant a friendly call yesterday. When she left the valuables became missing, and the widow was arrested, but the missing property was not found. She was placed before the Court on Tuesday, with the result given above.

Li Kam, a foreign goods dealer, No. 236, Des Voeux Road Central, was released on bail on Tuesday in the sum of \$100 to appear before Mr. F. A. Hazeland on Thursday next for examination into charges preferred against him by a Chinese woman. The complainant was Leung I, a married woman, who charges that defendant obtained from her \$20 by means of the Bank Note trick. Mr. C. E. H. Davis, of Messrs. Wilkinson and Grist, appeared for the defence. Inspector Collett, of No. 7 Police Station, appeared for the police. The police are of opinion that the case will collapse at the next hearing as the defendant is known to be a respectable man, and they believe it to be a case of mistaken identity.

A CHINAMAN named Li Fang Chun, formerly employed as a policeman in the mines in South Africa, who returned to China recently, was held up at the foot of Cochrane Street by three men on Saturday forenoon and robbed of his watch and chain, ten gold sovereigns, and sixty cents in local coin. After they had fled from the man they told him to move on, but the ex-policeman took a good look at them before complying with the order. He then reported the matter to Inspector Ritchie, of the Central Police Station, who went to work immediately, and a little later one of the thugs was arrested and identified by the complainant. Part of the stolen property was found on him. He was placed before Mr. C. A. D. Melbourne the same day and sentenced to fifteen days' hard labour and six hours' stocks.

GEORGE PRESTON, A.M., and sailmaker, employed on board the sailing ship *L. F. Chapman*, who pleaded guilty yesterday to a charge of stealing a bicycle from one A. E. Moy Hong, particulars of which were reported in last evening's issue of this paper, was brought up on remand before Mr. F. A. Hazeland, this morning at the Police Court. The captain of the sailing ship was also in Court, and so was the American Consul. From the skipper the Court learnt that the *L. F. Chapman* was not sailing until the latter part of December. His Worship sentenced defendant to one month's hard labour, but he was also informed that if he could get the ship should sail before a single day he should apply to the Court, who would order Preston's release to rejoin the ship.

TWENTY-EIGHT pattern makers, employed by the Hongkong and Whampoa Dock Company, Ltd., all dressed in fine silk clothes, were summoned before Mr. F. A. Hazeland, at the Police Court on Tuesday, for leaving the employ of the company, on the 1st instant, without giving notice. Mr. G. K. Hall-Bruton, the company's solicitor, appeared for the prosecution. The defendants appeared for a hearing on an increase of wages some time last month and on being refused failed to turn up for duty on the 1st instant. Summons were then taken out against them. When the case was called on to-day, Mr. Isaac Turner, head watchman of the Dock, who appeared for the prosecution, said that he had been instructed to ask his Worship to withdraw the summonses, as the defendants had consented to return to work, in fact some were at work on Monday. His Worship had no objection and struck out the case.

YESTERDAY, Sunday, being the anniversary of the birthday of His Majesty King Victor Emmanuel of Italy, Mr. de Szentimay de Darvas, acting Consul for Italy, held a reception at his office in the Austro-Hungarian Consulate General, Prince's Buildings, from 11 a.m. to 1 p.m. Between those hours there was a constant stream of visitors, amongst whom were Captain Colman, A.D.C., representing His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., Lieut. H. Woodward, R.N., representing Commodore Pigott Williams, Lieut. C. Chesney, R.N., representing His Excellency Colonel Darling, G.O.C., His Lordship Bishop Porzoni, the members of the Consular Corps now in Hongkong, and representatives of the Italian and other foreign communities, who tendered their congratulations to Mr. de Szentimay de Darvas, on behalf of His Royal Master, whose health was drunk with acclamation.

WHILE Sergeant Appleton was returning to Yau-ma-tei Police Station yesterday morning on board a ferry launch he noticed that a coolie who did not pay his fare was hobnobbing around to each passenger begging for alms. The sergeant kept his eye on the man, and when the launch drew alongside the pier he arrested him and removed him to the Station. At the Station the man gave his name as Pang Sing and his profession a beggar. He was searched and \$13.83 was found in his pocket. He complained of being a cripple and unable to work. A medical man was called and he testified that there was nothing wrong with the man. He was only shamming. He was charged before Mr. F. A. Hazeland, this morning, at the Police Court, with begging. The Court was of opinion that the money found on defendant was got through begging, and fined him \$50. The defendant did not want to pay his fine. He said he preferred to do the fourteen days. As the police held his money they were kind enough to pay his fine for him, returning \$53.33 to the coolie, who disappeared soon after.

Shipping.

Vessels in Port

STRAMOR	NO. OF SHIP	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN ON INVESTMENT, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
Adana, Br. s.s., 2,178, J. F. H. Park, 12th Nov.—Moji 6th Nov., Coal.—D. & Co., Ltd.								
Alabama, Br. s.s., 1,253, A. J. Ellis, 11th Nov.—Salina Cruz via Foochow 8th Nov., Ballast.—D. & Co., Ltd.								
Arabia, Ger. s.s., 2,867, H. Metzenthin, 14th Nov.—Portland via Japanese Port 5th Oct., Flour and Gen.—P. & A. S. S. Co.								
Athenian, Br. s.s., 3,883, A. O. Cooper, 13th Nov.—Vancouver, B.C., 16th Oct., and Shanghai 10th Nov., Gen.—C. P. R. Co.								
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.—Saidakan 13th Oct., Timber.—M. & Co.								
Chusan, Br. s.s., 1,417, R. Cox, 12th Nov.—Sourabaya 30th Oct., Sugar.—J. M. & Co.								
Delta, Br. s.s., 8,089, C. L. Daniel, 15th Nov.—Shanghai 13th Nov., Mails and Gen.—P. & O. S. N. Co.								
Devanah, Br. s.s., 4,785, T. H. Hyde, R.N.R., 16th Nov.—Bombay 31st Oct., and Singapore 11th Nov., Mails and Gen.—P. & O. S. N. Co.								
Empress of India, Br. s.s., 3,032, E. Benham, R.N.R., 21st Oct.—Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.								
Falk, Nor. s.s., 3,380, G. M. Gundersen, 15th Nov.—Canton 14th Nov., Coal.—M. B. K. Fausang, Br. s.s., 1,452, Wheeler, 6th Nov.—Moji 1st Nov., Gen.—J. M. & Co.								
Fri, Nor. s.s., 860, C. Wagle, 6th Nov.—Bangkok 30th Oct., Rice—Aagaard, Thoresen & Co.								
Frithjof, Nor. s.s., 891, H. A. Haraldsen, 4th Nov.—Bangkok 27th Oct., Rice—Aagaard, Thoresen & Co.								
Haiman, Br. s.s., 616, A. J. Robinson, 16th Nov.—Fuzhou 13th Nov.—Amoy 14th and Swatow 14th, Gen.—D. L. & Co.								
Hanamet, Am. s.s., 2,672, Gundersen, 11th Nov.—Nagasaki 7th Nov., Gen.—Order.								
Hongkong, Br. s.s., 779, E. Corell, 15th Nov.—Haiphong and Hongkong 14th Nov., Gen.—A. R. M.								
Hutchins, Br. s.s., 1,217, A. Forsyth, 13th Nov.—Canton 13th Nov., Gen.—B. & S.								
Ito Maru, Jap. s.s., 3,012, Wm. Thomson, 13th Nov.—London 6th Oct., and Singapore 6th Nov., Gen.—N. Y. K.								
Kohsichang, Ger. s.s., 1,123, C. Roskiesky, 16th Nov.—Bangkok and Anghin 6th Nov., Rice.—B. & S.								
Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 14th Nov.—Calcutta via Penang and Singapore 8th Nov., Gen.—J. M. & Co.								
Kwonglee, Ch. s.s., 1,068, R. Lincoln, 16th Nov.—Shanghai 13th Nov., Gen.—C. M. S. N. Co.								
Lightning, Br. s.s., 2,122, J. G. Spence, 12th Nov.—Calcutta 25th Oct., Penang and Singapore 25th Nov., Gen.—D. S. & Co., Ltd.								
Loosok, Ger. s.s., 1,020, G. Schultzen, 14th Nov.—Bangkok 7th Nov., Rice.—B. & S.								
Madeline, Rikmers, Ger. s.s., 1,020, S. Madeline, 14th Nov.—Bangkok 31st Oct., Rice.—B. & S.								
Mercedes, Br. s.s., 2,090, J. S. McGregory, 1st Nov.—Wohaiwei 13th Oct., Gen.—Stores.—Admiralty.								
Monteagle, Br. s.s., 3,053, S. Robinson, 14th Sept.—Vancouver 20th Aug., and Shanghai 14th Sept., Flour, Lead and Gen.—C. P. R. Co.								
Neil MacLeod, Am. s.s., 901, E. Corral, 10th Nov.—Manila 16th June, Ballast.—Barretto & Co.								
N. S. de Rosario, Am. s.s., 715, M. Lopez, 12th Nov.—Manila 9th June, Ballast.—Barretto & Co.								
Nippon Maru, Jap. s.s., 3,072, W. F. Filmer, 10th Nov.—San Francisco 12th Oct., and Shanghai 8th Nov., Mails and Gen.—N. Y. K.								
Ortel, Br. s.s., 2,206, G. Maddrell, 11th Oct.—Moji 5th Oct., Coal.—B. & S.								
Oscar II, Nor. s.s., 2,000, Wilhelmussen, 14th Nov.—Sourabaya 1st Nov., Sugar.—Aagaard, Thoresen & Co.								
Petchaburi, Ger. s.s., 1,173, Gosewisch, 12th Nov.—Swatow 12th Nov., Rice and Timber.—M. & Co.								
Pilsanulok, Ger. s.s., 1,167, D. Reimers, 12th Nov.—Canton 12th Nov., Gen.—B. & S.								
Prometheus, Nor. s.s., 1,023, O. Cornelissen, 16th Nov.—Swatow 15th Nov., Rice.—N. Y. K.								
Providence, Nor. s.s., 601, E. Skarboe, 14th Nov.—Bangkok 3rd Nov., Rice and Flour.—A. R. & Co.								
Pignar, Nor. s.s., 1,220, H. G. Nielsen, 2nd Nov.—Rajang (Home) 27th Oct., Timber.—Aagaard, Thoresen & Co.								
Sarsogan, Am. s.s., 428, Viteria, 7th Sept.—Manila 4th Sept., Ballast.—Order.								
Sungkiang, Br. s.s., 987, G. Pennell, 16th Nov.—Manila 13th Nov., Gen.—B. & S.								
Tasung, Br. s.s., 1,244, W. Gibb, 6th Nov.—Fuchow and Chelon 8th Nov., Gen.—J. M. & Co.								
Taming, Br. s.s., 1,150, A. W. Oosterbridge, 9th Nov.—Manila 6th Nov., Gen.—B. & S.								
Telemachus, Br. s.s., 4,800, J. H. Goodwin, 12th Nov.—Tacoma via Yokohama and Shanghai 4th Oct., Gen.—B. & S.								
Tholma, Nor. s.s., 1,188, F. Jager, 8th Nov.—Samarang 25th Oct., Gen.—S. W. & Co.								
Tijnabhi, Dut. s.s., 2,470, N. de Brouwers, 15th Nov.—Macassar 4th Nov., Gen.—J. C. J. L.								
Tsinan, Br. s.s., 2,300, C. Lindbergh, 16th Oct.—Sydney 5th Oct., and Manila 24th, Gen.—B. & S.								
Tsurugisan Maru, Jap. s.s., 4,120, U. Nagatsun, 15th Nov.—Kuchintzu 11th Nov., Coal.—M. B. K.								
Wakamatsu Maru, Jap. s.s., 2,778, N. Goda, 11th Nov.—Moji 6th Nov., Coal.—M. B. K.								
Wongkai, Ger. s.s., 1,115, W. Rehn, 12th Nov.—Bangkok and Anghin 3rd Nov., Rice and Gen.—B. & S.								
Yakiko Maru, Jap. s.s., 2,040, K. Muto, 15th Nov.—Moji 10th Nov., Gen. and Matches.—Fusui & Co.								
Yiksan, Br. s.s., 1,234, D. A. King, 16th Nov.—Chelon 8th Nov., and Newchwang 11th, Gen.—J. M. & Co.								
Yuma, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast.—Yeng Chung.								

SAILING VESSELS.

Arrow, Br. 4-masted bk., 2,970, D. McDennell, 14th Nov.—New York 20th June, Case Oil.—S. O. Co.								
Eclipse, Br. bk., 2,968, J. McBryde, 2nd Oct.—Canton 1st Oct., Ballast.—S. O. Co.								
Esakoni, Br. ship, 1,670, Wm. McNeill, 12th Oct.—Manila 11th Sept., Ballast.—Order.								
I. F. Chapman, Am. ship, 2,013, R. Baufeld, 25th Aug.—Manila 15th Aug., Ballast.—A. R. & Co.								
Prince George, bk., 472, A. R. Anderson, 18th Oct.—Manila 16th Sept., Old Iron.—Order.								
S. P. Hitchcock, Am. ship, 2,086, S. L. Zoris, 1st Sept.—Manila 20th Aug., Ballast.—A. R. & Co.								

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHIP	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN ON INVESTMENT, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half-year 1906	5 1/2 %	{ \$815 London £94. 0/-
Colonial Bank of China, Limited	10,000	£7	£6	\$1,000,000	\$74,099	\$2 (London 3/6) for 1905	...	4 1/2 buyers
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$250	\$250	\$1,000,000	\$33,638	\$20 for 1905	6 1/2 %	1300
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	\$18,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Shanghai Insurance Company, Limited	10,000	\$250	\$250	\$1,000,000	\$27,271	Interim div. of £30 for 1905	4 1/2 %	\$775 sellers
Shanghai Fire Insurance Company, Limited	10,000	\$100	\$100	\$1,000,000	\$50,334	\$1 and 2/3 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
Shanghai Fire Insurance Company, Limited	10,000	\$100	\$100	\$1,000,000	\$34,098	46 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	10,000	\$250	\$250	\$1,000,000	\$42,618	\$25 for 1904	7 1/2 %	\$332 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000	\$6,563	\$1 for 1905	6 1/2 %	\$23
Shanghai Steamship Company, Limited	10,000	\$50	\$50	\$6,000	Nil	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$15	\$15	\$6,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$6,000	\$2,412	{ 10/- @ ex. 2/11 = \$1.60	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$6,000	Tls. 21,156	Interim div. of Tls. 2 1/2 @ ex. 2/11 = \$1.60	9 7/8 %	Tls. 56 sales
Shanghai Transport and Trading Company, Limited	10,000	£1	£1	\$6,000	\$107,815	Interim div. of Tls. 1 1/2 @ ex. 2/11 = \$1.60	6 1/2 %	Tls. 106 buyers
Shanghai Ferry Company, Limited	10,000	\$10	\$10	\$6,000	\$218	{ 10/- @ ex. 2/11 = \$1.60	4 1/2 %	\$253 buyers
Shanghai Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$6,000	Tls. 21,156	{ 10/- @ ex. 2/11 = \$1.60	9 7/8 %	Tls. 56 sales
TELEPHONES.								
Hongkong Telephone Company, Limited	10,000	\$100	\$100	\$1,000,000	\$10,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
Shanghai Telephone Company, Limited	10,000	\$100	\$100	\$1,000,000	\$12,588	\$1 for 1907	...	\$22
Shanghai Telephone Company, Limited	10,000	\$100	\$100	\$1,000,000	\$12,588	Tls. 2 1/2 for year ending 30.6.1904	...	Tls. 83 sellers
MISCELLANEOUS.								
Hongkong Land Investment Company, Ltd.	25,000	Tls. 100	Tls. 100	none	none	Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 9.20 sales
Shanghai Land Investment Company, Ltd.	25,000	Tls. 100	Tls. 100	none	none	Final of 50 cents making 1/- for 1905	7 %	G. \$14
Shanghai Land Investment Company, Ltd.	25,000	Tls. 100	Tls. 100	none	none	No. 12 of 1/- 48 cents	...	19
DOCKS, WHARVES & GODOWNS.								
Shanghai Dock and Engineering Co., Ltd.	10,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	4 1/2 %	122
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$70,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	188 buyers
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$70,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$151
Whampoa Dock Company, Limited	10,000	\$50	\$50	\$70,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	10,000	\$50	\$50	\$70,000	\$3,997	Final of Tls. 8 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai Dock and Engineering Co., Ltd.	10,000	\$50	\$50	\$70,000	\$3,997	Final of Tls. 8 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai Dock and Engineering Co., Ltd.	10,000	\$50	\$50	\$70,000	\$3,997	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 buyers
Shanghai Dock and Engineering Co., Ltd.	10,000	\$50	\$50	\$70,000	\$3,997	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year dividend	10 1/2 %	Tls. 102
Shanghai House Land Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$184 buyers
Central Stores Limited	10,000	\$15	\$15	none	none	\$2.20 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	10,000	\$15	\$15	none	none	7 1/2 on \$7 for 1905	...	\$153 buyers
Do. (Founders)	10,000	\$15	\$15	none	none	None	...	\$300 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$70,000	\$10,057	\$1 for first half-year for 1906	9 %	111 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$70,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$102 buyers
Shanghai Land Investment Company, Limited	10,000	\$25	\$25	\$70,000	\$2,221	Final of 6 1/2 = 10 1/2 for 1905	16 1/2 %	Tls. 151 buyers
Shanghai Land Investment Company, Limited	10,000	\$25	\$25	\$70,000	\$2,221	Final of 50 making \$10	12 1/2 %	\$180 sellers